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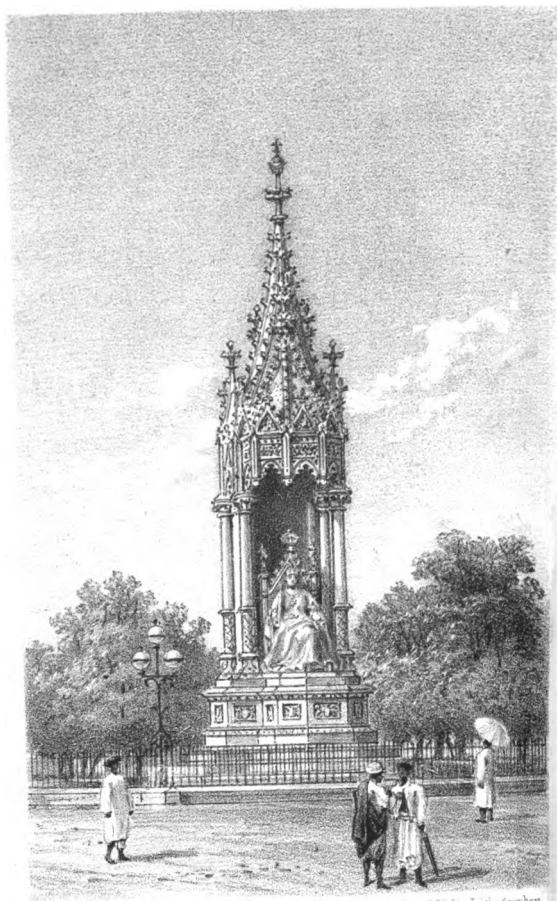
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HISTORICAL, STATISTICAL, AND DESCRIPTIVE.

BY

JAMES MACKENZIE MACLEAN,

EDITOR OF THE "BOMBAY GAZETTE," FELLOW OF THE UNIVERSITY OF BOMBAY, AND  
LATE A MEMBER OF THE BOMBAY TOWN COUNCIL.

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SECOND EDITION.

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## Advertisement to the First Edition.

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IN offering this book to the public, I wish to disclaim for it any other merit than that it is a careful, and, if not a complete, yet at all events, so far as it goes, an accurate digest of such information as I have been able to collect, by dint of hard reading and personal observation, concerning a city which I have known familiarly for the last fifteen years. I have avoided crowding the pages of the GUIDE with references ; and I will only mention here, amongst the numerous works I have studied in order to obtain materials for this book, *Aitchison's Treaties*, *Anderson's English in Western India*, *Heeren's Asiatic Researches*, *Mill and Wilson's History of India*, *Grant Duff's History of the Mahrattas*, *Orme's Historical Fragments*, *Forbes's Oriental Memoirs*, *Heber's Narrative*, *Hamilton's Hindostan*, *Milburn's Oriental Commerce*, *Macpherson's Annals of Commerce*, *Royle's History of the Cotton Trade*, the *Wellington Despatches*, the *Wellesley Despatches*, *Fryer's Travels*, *Ovington's Voyage to Surat*, *Carsten Niebuhr's Travels*, *Vincent's Periplus*, *Yule's Marco Polo*, and, amongst other official papers, *Warden's valuable Memoir on the Land Tenures of Bombay*, the *Bombay Administration Reports*, especially that for 1872-73, and *Dr. Hewlett's Census of Bombay*.

For all the first four chapters of the GUIDE I am solely responsible. In compiling the "Description of the City of Bombay" I have been greatly assisted by Mr. Collett, of the *Bombay Gazette*, and to Mr. MacPherson, of the same office, I am indebted for the descriptions of the Festivals held in Bombay and of the Queen's Statue. I have also to thank many outside friends for generous and cordial help given to me in the preparation of what I hope will take rank as the standard "GUIDE to BOMBAY."

I had proposed to give with the GUIDE a view of Bombay, but could not get one taken to afford a satisfactory representation of the city. I then tried to get a photograph of the Queen's Statue, the most exquisite work of art in Bombay, for the frontispiece ; but, alas ! the Statue is so surrounded with bamboo poles at present that the photographer could do nothing with it. I must, therefore, throw myself on the indulgence of the public, and ask them to forgive my breach of promise in this matter.

J. M. MACLEAN.

BOMBAY GAZETTE OFFICE,

November 1, 1875.

## Advertisement to the Second Edition.

---

THE favourable reception given to the FIRST EDITION of this GUIDE by the Press and the Public has encouraged me to revise the book thoroughly and make it worthier of the good name it has won. Considerable additions have been made to the First Part, more particularly in the Historical and Descriptive chapters ; and the whole of the Second Part has been completely recast. A friendly critic having remarked that the GUIDE contained no information on a point which chiefly interests visitors to Bombay, namely, how they are to get out of it, I have inserted in this Edition tables showing the proposed movements of the mail steamers for the year 1877, and the through services by rail between Bombay and other places in India. A good index is now prefixed to each Part of the GUIDE ; and I trust that I have succeeded in making the book much more valuable as a work of reference, without greatly increasing its bulk.

I must again offer my acknowledgments to numerous friends for help which has materially lightened my labours.

Besides the authorities quoted in the First Edition, I should mention two books to which I am indebted for some interesting details of the history of Bombay during and shortly after the Portuguese occupation—Lafitau's *Histoire des Découvertes et Conquêtes des Portugais* and an anonymous *Description of the Fort and Island of Bombay*, published at London in 1724.

J. M. MACLEAN.

BOMBAY GAZETTE OFFICE,

Bombay, Dec. 26, 1876.

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# Maclean's Guide to Bombay.

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## I.—GEOGRAPHY AND HISTORY.

**BOMBAY**, the capital and chief seaport of Western India, is situated in lat.  $18^{\circ} 53' 45''$  N., long.  $72^{\circ} 52'$  E. The city is built on a cluster of islands which, by means of connecting causeways and break-waters to shut out the sea, have been converted into a promontory of land, about three miles across at the northern end where it is now joined to the larger island of Salsette, and narrowing to a point of rock at Colaba, the southern extremity, where is the lighthouse marking the entrance to the harbour. This peninsula or, as it is still called, island of Bombay, extends over an area of 22 square miles. It "is formed by two unequal ranges of whinstone rocks,<sup>1</sup> running nearly parallel to, and at the distance of about three miles from, each other;" and the City now covers these ridges—the highest point in which does not exceed 180 feet, which is the height of Malabar Hill just above the eastern corner of Back Bay—as well as the greater part of the plain

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<sup>1</sup> Two papers on the Geology of Bombay, one by Dr. H. J. Carter, and the other by Dr. Buist, the late accomplished Editor of the *Bombay Times*, are published in a collection of *Geological Papers on Western India*, a copy of which is in the Asiatic Society's Library. Dr. Buist speaks of the western ridge as part of a basalt barrier running as a great sea-wall from Bassein to Alibagh, a distance of 70 miles, for which he himself had traced it, and broken through only by the creek opening into Bombay Harbour. "From this ridge eastward, for the space of two miles, the island is almost perfectly flat, rising, at the highest, 8 or 10 feet above the level of the sea: much of it would be submerged at high tides were the sea not artificially shut out. A mass of trap, mostly greenstone, extends from the Lighthouse, at the extreme south-eastern end of Colaba, on all the way to Sion, on the eastern side of the island, facing the harbour; instead of forming one continuous ridge like the basalt from Malabar Point to Mahaluxmee, it often sinks down to the level of the sea, where it is covered over with alluvium and is only traceable in wells, quarries, and other excavations: it sometimes rises into knolls, sometimes into beautiful picturesque little hills of about 100 feet in elevation." Sion is the Marathe word *Sion*—a boundary. The Portuguese pronounced it correctly enough; but the English corruptly pronounce the word as if it had something to do with the Mount Zion of the Bible.

between. From Colaba to Mahim, on the western shore facing the Indian Ocean, is a distance of eight miles, and this side of the island is indented with several beautiful bays, accessible only to fishing boats, the largest being Back Bay, a false harbour extending from Colaba Point round in a graceful sweep to the opposite point of Malabar Hill. On the eastern side of the island extends the deep, capacious, and well-sheltered harbour, an arm of the sea studded with islands which separates Bombay and Salsette from the mainland, and, passing round the northern shore of the latter island at Tanna, enters the Indian Ocean again at Bassein. "The haven of Bombay," says the author of a Description of the Fort and Island of Bombay, published in 1724, "comprehends all the waters that enter between Colair (Bandora Point), on the west point of the island of Salsette and the two small islands of Henery and Kennery, on the south, near the main land." On a map dated the same year, the "old place of riding for ships in winter" (during the monsoon) is marked as near Tanna, and "the present place" off the Fort; while there is said to be "safe riding" between Butcher's Island and Elephanta. Opposite Colaba, the harbour is six miles broad. "The island of Bombay, or Bombaim as it is called by old writers,

#### The name Bombay.

has been naturally supposed by Europeans to derive its name from the Portuguese, and to have denoted an advantage of its geographical position. But Briggs declares, without, however, giving his authority, that in ancient days part of the island was called Mahim, and part Mumbayé, from an idol. And, certainly, an old temple, dedicated to Moomba Devee, or the goddess Moomba, formerly stood on the plot now called the Esplanade." (Anderson.) The tank and temple of Mombadevee, in the most frequented part of the native town, still preserve the name. Yule (Marco Polo) detects in the latter part of the compound name Tanna-Maiambu, which, according to Barbosa, was used to designate the kingdom of the Concan in the beginning of the sixteenth century, the first historical mention of the name Bombay. I would venture to suggest that

the word Mahim itself may be identical with Maiambu and Mumbayé. I find, in the *Description of Bombay* in 1724, a statement that "Mahim was the name formerly of the whole island. There was in old time built here by the Moors a great castle; and, in the time of the kings of Portugal, this was the place where the court and the custom-house was kept, and here were the duties paid by the vessels of Salsette, Trombay, Callian, and Dewndy on the main." As, however, the place really had no history before the Portuguese occupation, it is useless to discuss further the origin of the name, Bombay, which, if it be interpreted to mean "good harbour," is at all events a most felicitous title. The island, probably, fell into the hands of the Portuguese in 1529. From May 18, 1498, the day on which Vasco da Gama reached Calicut, the power in the Eastern seas of the European nation that had had the skill and fortune to discover the passage round the Cape of Good Hope had gone on rapidly increasing till it became quite irresistible. From 1505, says Lafitau (*Histoire des Découvertes et Conquêtes des Portugais*), the Portuguese had such a superiority that they laid down the law wherever they went in India. They contented themselves, however, for a long time with destroying the maritime trade carried on by the Moors or Arabs in the Indian Ocean, and making settlements on the Malabar Coast to the south of Bombay at Calicut, Cananore, Dabul, and Chaul. Albuquerque took Goa (then esteemed the best port in Western India and one of the most considerable cities in the peninsula) in 1510, and made it the metropolis of Portuguese India. But between Goa and Ormus, at the entrance of the Persian Gulf, the Portuguese held no place at that time considered of great importance till the middle of the century, when (1546), after repeated contests, they at last acquired Diu. They, however, frequently ravaged the intervening coast, and in 1530 Nugno da Cunha, after pillaging Surat, sailed to Bombay to exact from "the king of Tanna"—a prince holding this maritime district under the sultan of Guzerat (Beder)—the tribute he had "agreed to pay



the previous year." In 1531 the same viceroy selected Bombay as the general rendezvous for a formidable expedition with which he first assailed Diu, and afterwards (1533) took Bassein, which, with its dependencies, including Salsette and Bombay, was formally ceded by Sultan Bahadur of Guzerat in 1534. In the latter half of the sixteenth century, when Portuguese rule was securely established along the coast, Bombay was made one of the districts under the control of the captain-general of Bassein. The English, who first made their appearance as competitors for the Indian trade at the end of the sixteenth century, soon cast covetous eyes on Bombay, and they made one or two ineffectual attempts to get possession of it before it was ceded

**Cession of the Island to the English.**

to England, in 1661, as part of the dowry of the Infanta Catherine, on her marriage with Charles the Second. Article XI. of the treaty of June 23, 1661, referring to the cession, says, it is made "for the better improvement of the English interest and commerce in the East Indies, and that the king of Great Britain may be better enabled to assist, defend, and protect the subjects of the king of Portugal in those parts from the power and invasion of the states of the united provinces." The Portuguese in India, however, at that time probably resented as an insult the suggestion that they required English help to protect them against the Dutch. After the cession, the Earl of Marlborough, with a fleet of five men-of-war and 500 troops under Sir Abraham Shipman, was sent from England, with a commissioner from Portugal, to take over the island. But the Portuguese governor, when the fleet arrived in September 1662, refused to give up the "dependencies" of Bombay, Salsette and Caranja, along with the island itself: and Lord Marlborough went home, while the troops—the first body of regular English soldiers ever sent to India—were landed on the island of Angediva, off Carwar, where Sir Abraham Shipman and most of his men died, and Mr. Cooke, Sir Abraham's secretary, signed a convention accepting the cession of the island alone. Charles II. repudiated this convention and demanded from the

court of Portugal £100,000 as compensation for the loss suffered by Lord Marlborough's expedition. The king also claimed that the island and port should be given up to him, "to the full extent formerly exhibited to his majesty in the map, containing not only Bombay but Salsette and Tanna." It does not appear, however, that anything came of this remonstrance. The English did not enter Bombay till 1664, and in 1668 the king, considering the place an unprofitable possession, handed it over to the

Transfer to the East India Company.

East India Company, to be held by them "on payment of the annual rent of £10 in gold." One condition of the

Company's charter, which bound them not to part with the island, and to provide a proper garrison for it, was that "all persons born in Bombay were to be accounted natural subjects of England."

It is not surprising that the king thought little of his acquisition, for Sir Gervase Lucas, who was appointed to supersede Mr. Cooke as governor, estimated the total revenues of Bombay in 1667 to be 75,000 xeraphins, or £6,490 17s. 4d., paid by a population of about 10,000 souls. As soon as the Company had had the island transferred to them, they made wise and liberal regulations for stimulating the growth of the place. They ordered that the fort or castle should be strengthened or enlarged; that a town should be built on a regular plan, and be so situated as to be under the protection of the fort; that the inhabitants, chiefly English, should be encouraged to settle in it, and be exempted for five years from the payment of customs; that the revenues should be improved without imposing any discouraging taxes; that the Protestant religion should be favoured, but no unnecessary restraints imposed upon the inhabitants who might profess a different faith; that manufacturers of all sorts of cotton and silks should be encouraged, and looms provided for the settlers; and that a harbour with docks should be constructed. The good policy of these regulations, which were designed to entice men of all nations to settle in Bombay by the promise of religious liberty,

freedom of foreign trade, and encouragement to native industry, shows the sagacity of the English merchants of those days, and enables us to understand why they soon outstripped their intolerant Portuguese rivals. Land in Bombay being, for the most part, valueless for want of population, the early settlers under English rule were allowed to occupy waste plots of ground and build upon them; and there can be no doubt that a large proportion of the private property now existing in the island was created in this way. The city soon became a place of refuge for natives from the neighbouring, and even from distant, territories; and Bombay can share with Rome and other great cities the reproach of having been founded by adventurers of indifferent characters. Dr. John

Character of the Population.

Fryer, who visited the island in 1675, and whose Travels, published in 1682, have supplied the best materials for all the accounts that have since been written of the state of Bombay at that period, says:—"The population numbers 60,000, more by 50,000 than the Portuguese ever had—a mixture of most of the neighbouring countries, most of them fugitives and vagabonds." To this day, as we shall show more in detail in the section on population. Bombay is a real *colluvies gentium*, and a satirist might, perhaps, apply to it terms as harsh as Dr. Johnson unfairly used to describe the English capital a century ago:—

London, the needy villain's general home,  
The common sewer of Paris and of Rome.

It can hardly be the case, however, that the manners of the English residents have not improved since 1689, when Mr. Ovington, chaplain to His Majesty, visited Bombay, and ascribed the general bad health of Europeans to the great wickedness that reigned upon the island. "For I cannot," says the worthy chaplain, "without horror, mention to what a pitch all vicious enormities were grown in this place, when the infection was most outrageous; nor can I but think that the Divine Justice interposed, and forwarded those fatal infelicities which are not wholly imputable to an impure contagion of the air, or the gross infec-

sion of the elements. Luxury, immodesty, and a prostitute dissolution of manners, found still new matter to work upon. Wickedness was still upon the improvement, and grew to such a perfection, that no vice was so detestable as not to be extremely vicious" (the reverend gentleman's language is here somewhat confused); "whereby Satan obtained a more despotic authority in the hearts of the Christians than he did among the gentiles in the pageantry of heathen worship." Mr. Ovington came to Bombay at the beginning of the rains, and "buried of the twenty-four passengers, which we brought with us, above twenty, before they were ended; and of our own ship's company, above fifteen," and, as he did not wait for finer weather, he naturally took a morose view of the physical and moral state of Bombay. The morals of the English in Western India were probably just about as good or as bad in those days as those of the English at other settlements. A seaport town, with a mixed population recruited from all parts of the world, is not usually the home of virtue; and, though the inhabitants of Bombay generally now plume themselves on their respectability, the city must contain a large proportion of "vagabonds" still. But it is satisfactory to know that the freedom of manners, of which Mr. Ovington complained two centuries ago, co-existed with other kinds of freedom, the fruits of the deliberate policy of the English Government, which stamped the community with that character of vigorous vitality for which it is still remarkable, and which has raised the city to its present greatness.

Fryer's description of Bombay is worth quoting in full, for its minuteness and general accuracy. On Fryer's Description of Bombay. Cooke's landing in Bombay in 1664, "he found a pretty well-seated but ill-fortified house" where Bombay Castle now stands, "four brass guns being the whole defence of the island, unless a few chambers housed in small towers convenient places to scour the Malabars, who were accustomed to seize cattle and depopulate whole villages by their outrages. About the house was a delicate garden, voiced to be the plea-

**santest in India, intended rather for wanton dalliance, Love's artillery, than to make resistance against an invading foe."** This garden could not have been a pleasant place for lovers' meetings during the rains, or we might suppose that Mr. Ovington had been scandalized at what he had seen there. The English were preparing at this time to resist an invasion of Bombay by the Seedee, and "bowers dedicated to ease" had consequently been turned into bold ramparts, while the walks, "which were before covered with Nature's verdant awnings and lightly pressed by soft delights," were "open to the sun and loaded with the hardy cannon." "Within the Fort were mounted 120 pieces of ordnance, and in other convenient stands 20 more, besides 60 field pieces ready in their carriages to attend the militia and Bunderies," &c. "At a distance enough from the Fort lies the town, in which confusedly live the English, Portuguese, Topazes (Indo-Portuguese), Gentoos, Moors, Coolies, and Christians—mostly fishermen. It is a full mile in length; the houses are low and thatched with oleas of the cocoa trees; all but a few the Portuguese left, and some few the Company have built. The custom-house and warehouses are tiled or plastered, and, instead of glass, use panes of oyster-shells for their windows. There is also a reasonably handsome bazaar at the end of the town, looking into the field, where cows and buffaloes graze. The Portuguese have a pretty house and church, with orchards of Indian fruit adjoining. The English have only a burying place called Mendam's Point, from the first man's name therein interred, where are some few tombs that make a pretty show at entering the haven, but neither church nor hospital, both of which are mightily desired." This was written 200 years ago; and now, though we have plenty of churches, the "hospital" for the English is still "mightily desired." "On the back side of the towns of Bombaim and Mahim are woods of cocoas, under which inhabit the Bunderies (those that prune and cultivate them), these *hortoes* (carts) being the greater purchase and estates in the island for several miles together, till the sea breaks in between them, over against which, up the bay, a mile, lies Mazagon, a great fishing town, peculiarly notable for a fish called bumbalo—the sustenance of the

poorer sort, who live on them and batty-field, &c.; the ground between this and the great breach is well ploughed, and bears good batty. Here the Portuguese have another church and religious house belonging to the Franciscans. Beyond it is Parell, where they have another church and demesnes belonging to the Jesuits—the present Government House at Parell—"to which appertains Sion, manured by Coonbees (husbandmen), where live the Trasses or porters also. Under these uplands the washes of the sea produce a lunny tribute of salt left in pans or pits made on purpose at spring-tides for the overflowing, and when they are full are incrustated by the heat of the sun. In the middle, between Parell, Mahim, Sion, and Bombay, is a hollow wherein is received a breach, running at three several places, which drowns 40,000 acres of good land, yielding nothing else but samphire, athwart which, from Parell to Mahim, are the ruins of a stone causeway made by Pennanees. At Mahim the Portuguese have another complete church and house; the English, a pretty custom-house and guard-house; the Moors, also, a tomb in great veneration for a *peer* or prophet. At Salvesong the Franciscans enjoy another church and convent; this side is all covered with trees of cocoas, jawkes, and mangoes; in the middle lies Verulee (Worlee), where the English have a watch. On the other side of the great inlet to the sea is a great point abutting against Old Woman's Island (Colaba), and is called Malabar Hill, a rocky, woody mountain, which sends forth long grass. At the top of all is a Parsee tomb lately reared; on its declivity towards the sea is the remains of a stupendous pagoda near a tank of fresh water (Walkeshwar), which the Malabars visited it mostly for. Thus have we completed our rounds, being in circumference twenty miles, the length eight, taking in Old Woman's Island, which is a little low, barren island, of no other profit but to keep the Company's antelopes and beasts of delight." The citadel and fort of Bombay here spoken of include only Bombay Castle, and perhaps Fort George, as may be seen from a sketch in Orvington's *Voyage to Surat*. The town extended over the area afterwards enclosed within the more extensive fortifications

which gave its name to the modern Fort, and which were pulled down in 1863. This town lay along the eastern face of the island, from Boree Bunder to the southern extremity of Bombay proper, then known as Mendam's Point. The site of this Point, where was the first English burying-ground, was close to the present Cooperage and Bandstand on the Esplanade, the sea having within living memory flowed across here from Back Bay to Bombay harbour before the construction of the causeway to Colaba and the reclamation of part of the foreshore of Back Bay. The field where the buffaloes grazed is the eastern part of the present Esplanade; and there were no houses apparently beyond the limits of the present Fort, except the fishermen's dwelling-places on Dungaree Hill (now Nowrojee), overlooking the harbour, and the toddy drawers' huts on the west in the cocoanut groves—all the way up to Mazagon. The cocoanut plantations not only stretched along the shore as they do now, from Back Bay to Mahaluxmee, but covered a great part of the area of the present native town and Esplanade. Between Mahaluxmee and Worlee the sea poured in across what are now the Flats, submerging the land up to Paydhonee<sup>1</sup> at the southern end of the Parell road. The sea, again, flowed past Mahim and Sion into Bombay harbour, drowning land which has since been reclaimed by the construction of the solid causeway (built by Governor Duncan in 1805) and the railway embankment between Sion and Coorla on the island of Salsette. From Parell and Mazagon southwards, in fact, Bombay must have then consisted of a narrow ridge or spit of rock which broadened out again into a plain about three miles across and four long, where it was sheltered from the sea by Malabar Hill. The construction (in Governor Hornby's time, 1771 to 1784) of the vellard closing the main breach of the sea, from Mahaluxmee to Lovegrove, made a great change in the appearance of the island by rescuing the Flats from being flooded with salt

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<sup>1</sup> "Foot-washing place," so called because at this, the last stream on entering Bombay, travellers washed their feet.

water.<sup>1</sup> The population had by that time greatly outgrown the limits of the Fort, and the eastern portion of the native town was already built over; but it is only within this century, since the great fire of 1803 in the Fort, that the Flats have been extensively built over. The surface of the occupied ground has been raised, and is now tolerably well drained; but a great part of the area is still below the level at which the rain runs off in the monsoon, and is flooded for four months during the rainy season of the year. The island has been extended in other directions, towards the harbour and Back Bay, by the reclamation of the foreshores, and it is now not inaptly compared to a saucer or shallow rocky basin filled with sand, and protected against the encroachments of the sea by hills and embankments.

This settlement of rock, swamps, and jungle seems to have been  
 The unhealthiness of Bom- a perfect charnel-house for the English  
 bay 200 years ago. two centuries ago. Mr. Ovington proposed that "as the ancients gave the epithet of Fortunate to some islands in the West, because of their delightfulness and health, so the moderns may, in opposition to them, denominate Bombay the Unfortunate one in the East, because of the antipathy it bears to those two qualities." And certainly the account he gives of the place would justify the epithet. There was very little corn or cattle in the island, but what was imported from the adjacent country, "and those not in

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<sup>1</sup> There is rather an amusing anecdote about this Hornby or Breach Candy vellard. Governor Hornby (who appears to have been possessed of unusual energy and determination), perceiving that the first step towards improving the sanitary condition of Bombay was to shut out the sea at Breach Candy, fought hard throughout his term of office to obtain from the Court of Directors permission to execute this work at a cost of about a lakh of rupees. The Directors refused steadily to sanction such an extravagance. At last Governor Hornby, having only about 18 months more to serve, commenced the work without sanction, knowing full well that he could finish it before the Court of Directors could possibly interfere. Accordingly, about the time the vellard was finished, Governor Hornby, opening with his own hand the despatches, found an order for his suspension, which, his term of office being nearly expired, he put in his pocket, until he had finally handed over charge to his successor. The Honourable Court of Directors were excessively irate, and an order came out which, we believe, has ever since been in force, that the governor should never open the despatches in future, but that they should first be perused by one of the secretaries to Government.



great plenty, nor of very good growth ; so that a present of a sheep or two from Surat was an acceptable present to the best man in Bombay." " And the unhealthiness of the water bears a just proportion to the scarcity and meanness of the diet." " The prodigious growth of vermin and of venomous creatures, at the time of the *Mussoons*, do abundantly likewise demonstrate the malignant corruption of the air, and the natural cause of its direful effects upon the Europeans ; for spiders here increase their bulk to the largeness of a man's thumb, and toads are of a not much less size than a small duck." One gentleman affirmed, in the governor's and Mr. Ovington's presence, that " he believed it rained frogs, because he espied upon his hat small frogs when he was at a great distance from any house whence they might drop." " All wounds and contusions in the flesh are likewise very rarely healed here." It is still the case that flesh wounds and sores are healed with the greatest difficulty in Bombay. " But the corruption of the air has a more visible and immediate effect upon young English infants, so that not one of twenty of them live to maturity, or even beyond their infant days." " The common fatality has, indeed, created a proverb among the English here, that *two Mussoons are the age of a man*." This picture may be painted with too sombre colours, for, as we have said, Mr. Ovington only saw Bombay during the worst season of the year ; and he was so horrified at his experience of the island that he refused the governor's entreaties to stay here, and sailed away to Surat. All his diseases left him during the voyage, " in the middle of which passage we manifestly perceived in our bodies an evident alteration and change of air for the best, as our palates could distinguish between the taste of wine and that of water." Some of these complaints are manifestly prompted by a sick man's irritable fancy ; but other travellers speak in much the same way. Fryer declares it to be his opinion that, of every five hundred Europeans who came to live on the island, not one hundred left it, and he enumerates a formidable list of prevalent diseases—fluxes, dropsy, scurvy, barbers or loss of the

use of hands and feet, gout, stone, malignant and putrid fevers. But "the disease which was especially fatal in Bombay was called by the Portuguese practitioners of medicine 'the Chinese death,' or cholic, and its symptoms were precisely those of cholera morbus" (Anderson's *English in Western India*). Malaria, intemperance, bad drinking water, and want of care in attending to the sick, were the causes of so many deaths. Bombay is now considered a very healthy place for Europeans, but the bad name the place got and maintained for fully a century could not have been undeserved, or we should have had by this time a larger resident European population in a city which has been for two hundred years an English possession.

In addition to the discouragement created by the unhealthiness of the place, the early English settlers in Bombay had powerful enemies to contend against. At the beginning of the

Early Enemies of the English at Bombay.

sixteenth century, when the Portuguese first made their appearance in India, the country was said to be divided among five powerful kings, the Mussulman Sultans of Delhi, Cambay, the Deccan, the Hindoo Raja of Narsinga (Beejanuggur), and the (Hindoo) Zamorin of Calicut; each of these monarchs having numerous tributary princes under him. In the course of the sixteenth century, the Moguls, who invaded Northern India under Baber about the time when Albuquerque was establishing the supremacy of Portugal in place of that of the Zamorin on the Malabar Coast, subdued the provinces extending from the Himalayas southwards to the Nerbudda, and began their attempts to conquer the Deccan. The great Bahminee dynasty of the Deccan came to an end during the same century, and its dominions were broken up into five Mussulman kingdoms—those of Beejapore, Ahmednuggur, Golconda, Beder, and Berar. The princes of these states in 1565 defeated Ram Raja, the sovereign of Beejanuggur, in a great battle, thus destroying the only great Hindoo kingdom left in India. The first half of the seventeenth century was marked by the still growing ascendancy of the Moguls, whose empire was constantly extended southwards till it attained, in the reign of Shah Jehan

(1627-1658), an unparalleled degree of greatness and splendour. The sultans of Golconda and Beejapore, however, still preserved their independence when the English settled at Bombay; and the long and desolating struggle maintained by Shah Jehan and his successor, Aurungzebe, to bring these kingdoms into subjection to the imperial throne of Delhi became in the end as ruinous to the Mogul dynasty itself as the war in Spain was to the first Napoleon. Sivajee Bhonslay (born May 1627), a Mahratta noble in the service of the Sultan of Beejapore, noting the suicidal dissensions of the Mussulman rulers of India, conceived the design of so turning these to account as to set his country free. His first followers were the Mawulees, the hardy peasantry inhabiting the hills and valleys into which the elevated table land of the Deccan breaks as it approaches from the eastward the verge of the Syhadree mountain range, or Western Ghauts, at the base of which, three thousand feet below, the tract of country called the Concan extends to the sea. He soon made himself famous by daring feats of arms which are celebrated in popular songs sung to this day throughout Maharashtra. His early exploits in the capture of

#### The Mahrattas.

strong hill forts remind the reader of Scott's *Tales of a Grandfather* of the deeds of Robert Bruce and his companions in arms, the Black Douglas and Randolph; and the treacherous murder by Sivajee (in 1659) of Afzool Khan, the Beejapore general, who had been sent against him and whom he entrapped into a private interview and slew with a *wagnuck*,<sup>1</sup> had as important political results as followed the murder of John Cmyrn in the cloisters of Grey Friars' Church at Dumfries. Sivajee—who had up to this time encroached impartially on the territories of the emperor and the sultan of Beejapore, “carefully avoiding an irreparable breach with either power, following up the most audacious acts of plunder with apologies and applications for pardon, and thus extending his possessions, amass-

<sup>1</sup> The wagnuck, or tiger's claws, is a small steel instrument, made to fit on the fore and little fingers. It has three crooked blades, which are easily concealed in a half-closed hand. (*Grant Duff*.)

ing vast riches, and accustoming the people to look on him as their head in what they began to regard as an established national system of plundering their Mahomedan rulers" (*Early History of the Bhonslays of Sattara*, by H. B. E. Frere)—now boldly asserted his independence, and organized an army and a civil administration. His military force henceforth consisted mainly of cavalry, small men on wiry horses, who required no other food than a few handfuls of dried grain, and his tactics were to avoid great battles in which the superior strength and discipline of the heavily armed Mahomedans gave them the advantage, and, by the activity and celerity of his marches, to keep the whole country in alarm, and plunder rich cities and districts before the slow-moving imperialists could interpose to protect them. The sympathies of the people were everywhere with him, because he protected "cows, cultivators, and women," and made wealthy traders his chief victims. Having made himself master of the chief districts in the Southern Mahratta Country and the Southern Concan, he "turned his arms northwards against the imperial districts, and advanced as far as Surat, which he plundered (Jan. 5, 1664), and, on his return to Raigur, assumed the title of raja and coined money in his own name" (Frere). After many vicissitudes of fortune, his dexterity and daring finally gave him possession of all Western India, including most part of the coast, from the Nerbudda river to the Kistna, and on 6th June 1674 he "was enthroned at Raigur;" on which occasion he had himself weighed against gold, which he distributed among the Brahmins, to whom, unfortunately for his own descendants, he committed the whole government of the Mahratta nation. "In 1675 the Mahrattas, for the first time, crossed the Nerbudda," the proper northern boundary of their race.

This brief sketch of the condition of India in the middle of the seventeenth century shows that the English at Bombay were confronted with three great powers—the Moguls or imperialists, whose empire, still strong in appearance and great in prestige, was already beginning to decay; the Mahrattas, rendered formidable by the genius of their leader; and the Portuguese, then at the height

of their renown. The English at Surat had established a tolerably good understanding with the Mahomedan governors of the western provinces of the Mogul empire, and this they improved by the successful defence of their factories against Sivajee, but, as the Mahratta empire grew in strength, they soon found it necessary to come to terms with a power which commanded the principal passes into the Deccan and Southern India, and could also do much injury to the trade from Guzerat to the states of Central and Northern India. Sivajee, however, and his immediate successors attempted nothing against Bombay, though Angria and the Malabar pirates may be said to have plundered in their name. Indeed, the Mahrattas helped to counteract the designs of a far more mischievous enemy, the Portuguese, who occupied

#### The Portuguese.

the islands of Salsette and Caranja, and, from their forts on the latter island and at Tanna and Bandora, "obstructed the entrance of provisions, and created every obstacle to the trade of the island." Being in possession of the fruitful districts of the mainland opposite Bombay, the Mahrattas were glad to send provisions across the harbour in exchange for munitions of war and other foreign goods; and thus the English garrison was saved from being starved out. So early as 1675, the East India Company presented a memorial to King Charles II., praying for redress and retaliation on the Portuguese. The Company alleged that they had spent £70,000 in strengthening the defences of the island, and they complained that the Portuguese still failed to fulfil the terms of the original treaty, and injured English trade by levying dues on the Company's boats and goods. The king directed the Company to refuse payment of these dues, and the quarrel lingered on till the Portuguese found an ally against the English in the Seedee or Hubshee of Jinjeera, a petty state a few miles down the coast. The Seedee,

#### The Seedee.

one of the Abyssinians whom the Musulman princes were fond of importing into India to fight their battles on land and at sea, held the appointment of admiral to the Great Mogul. He was constantly

engaged in warfare with the Mahrattas ; and when they seized and fortified the little island of Kennery, on which there is now a lighthouse, at the mouth of Bombay harbour, in order to command the entrance, he fortified the neighbouring islet of Kennery. The English took neither side in this contest, but the Seedee became embittered against them because they forbade him, for fear of retaliations by the Mahrattas, to sell as slaves at Mazagon and Bombay the people he carried off from the districts across the harbour in his various plundering incursions. The Seedee treated this prohibition with the greatest insolence, and, being commissioned by Aurungzebe to punish the English for the depredations of Captain Kydd and other English pirates on native commerce, he wintered two or three seasons at Mazagon, and in 1688-9 besieged Bombay Castle. The English were not strong enough to drive him out of the island, but they induced the emperor to issue an order to him to withdraw his forces, and they then obtained some compensation for their losses by seizing all the lands and houses of the Portuguese at Parell, Mahim, and elsewhere in the island, on the plea that the Portuguese had aided and abetted the invasion. This was the greatest danger the settlement ever encountered. The Portuguese, still more embittered against the English by the result of the Seedee's expedition, continued their efforts to do mischief to Bombay, but they could effect nothing. In 1716 Mr. Boone, the governor of the island, found himself strong enough to demand the cession of the customs dues collected at Bandora and "the opening of the pass at Tanna" to English trade. The Portuguese, in retaliation, joined with the Mahratta pirate, Angria, in 1721, sheltered and succoured him, and began to refuse to pay dues at Mahim. The English persisting in their claim to the complete control of the "Mahim river" or creek, the Portuguese, in 1722, commenced hostilities by firing on the fort of Mahim and on some English boats. They also built a battery at Coorla, which the English demolished. The end of this petty warfare was that, through the interference of the English government, the Portuguese viceroy at Goa was in-

structed to dismiss the captain-general at Bassein, who had been the worst enemy of the English, and soon afterwards the Portuguese ceased to be capable of giving further annoyance. With these foreign foes to fight against, the English, cooped up in their little island, for a long time could make but small headway; but they understood the real value and capabilities of Bombay, and clung to it, while Mahrattas, Moguls, and Portuguese succeeded in ruining one another. At Bombay the English were their own masters, which they could not be said to be at Surat, where the settlement was at the mercy of the Mogul governor, who on several occasions plundered and imprisoned the Company's

**Superiority of Bombay as English head-quarters recognized 1686.**

officers: and so early as 1686 orders were sent out to transfer the seat of government in Western India from Surat to Bombay, which, Bantam having been conquered by the Dutch, was declared to be "the seat of the power and trade of the English nation in the East Indies." The Dutch had at one time sent a fleet to take possession of Bombay, but found the fort too strongly guarded for them to attempt anything against it.

While engaged in defending itself against so many foreign enemies, the island still made some progress in its home affairs. A mint and post office were established in 1686, the military force was increased, and the revenue put on a better footing; a tax of one rupee per annum being levied on each shopkeeper in addition to duties on ships and fishing boats.

Domestic dissensions, however (Keigwin, who commanded the troops, having at one time mutinied and taken possession of the island, holding it for three years, while the quarrels of the old and new East India Companies about the trade threw the settlement into a state of anarchy), checked for many years the progress of Bombay. Finally, in 1708, the two companies were fused into the United East India Company, and three presidencies ruled by governors in council were created—those of

Calcutta, Madras, and Bombay—each of which was declared absolute within its own limits, and remained independent of the others till the appointment of a governor-general for all India in 1773.

It was not, however, till the middle of the eighteenth century, that Bombay began to emerge from obscurity, and to become something better than a foreign settlement, maintaining a precarious existence in the midst of a host of avowed and secret enemies. The first incident in its history that brings out clearly the rising political and military importance of the place is the successful attack made by Admiral Watson and Colonel Clive in 1756—the year before the battle of Plassey—on the principal stronghold of Angria, the Mahratta chief of Colaba. This Angria had succeeded to the power at sea formerly enjoyed by the Seedee, who, owing to the decay of the Mogul empire, was now left to his own resources, and could do little more than defend his island fortress of Jinjeera, which the Mahrattas regularly besieged almost every year, but never succeeded in taking. Kanhojee Angria, commanding the Mahratta fleet, had made himself formidable before the end of the 17th century by his activity as a pirate. “Vessels of all nations were attacked; repeated descents were made along the coast, and few of the defenceless mercantile towns, from Travancore to Bombay, escaped a visit from these depredators.” Angria’s chief rendezvous was the greater Colaba, an island off Alibag, a little to the south of Bombay, and he held the districts of the Concan as far south nearly as Vingorla, his chief forts being Severndroog and Gheriah or Viziadroog. “For a time Angria refrained from molesting the English; but, in consequence of his taking the ship ‘Success,’ under British colours, war was declared against him in 1717.” The English and Portuguese, after a time, made common cause against him; but he continued for many years to deride their efforts, and a joint expedition, undertaken against him, was unsuccessful. But in 1755 Governor Bouchier of Bombay had contracted intimate relations with the Peshwa Ballajee



Bajee Rao, who had now established the hereditary authority of the Peshwas, the prime ministers of the Mahratta rajas, throughout Maharashtra, and had confined the nominal raja, the descendant of Siva'ee, in the fortress of Sattara. Ballajee had a high opinion of the English, and he entered into an alliance with them to reduce Surat, and to attack Toolajee Kanhojee Angria, who held the southern portion of the territory first acquired by his father Kanhojee, and who refused to pay allegiance to the Peshwa. Commodore James,

**The Bombay Marine.** of the Bombay Marine, sailed on March 22, 1756, to attack Severndroog, with

an expedition consisting of a 44-gun ship, a ketch of 16 guns, and two bomb vessels. "A wanton delay on the part of the Mahratta fleet enabled Angria's vessels at Severndroog (the present port of Hurnee, 70 miles south of Bombay) to avoid the English ships. Commodore James, after a fruitless chase as far as Jyegurh, returned to Severndroog, where he commenced operations on the 2nd April, stood close under the fortifications, and by noon of the fourth day, from the commencement of the attack, was in possession of the four distinct forts of which Severndroog consists, without the loss of a man: an achievement, which from the previous idea entertained of the pirate Angria, and the strength of the fortifications, was matter of surprise even to those who accomplished it. The whole success was justly attributed to the vigour and judgment of Commodore James, and the resolution of his handful of troops and sailors. The Peshwa's fleet never ventured within gun-shot;" and it is tolerably clear that the sympathy of the Mahrattas was really with Angria rather than the Peshwa. Commodore James returned to Bombay in May, where, after the rains, Admiral Watson arrived with some of the king's ships. About the same time Clive

Clive and Watson's Expedition against Gheriah (Vixia-droog).

came to Bombay on his way out from England, for the purpose of joining the Mahrattas in a war against the French and their allies in the Deccan, but, before his arrival, the governors of Madras and Pondicherry had agreed

that both French and English should cease to take part in wars between native princes. The government of Bombay, therefore, refused to let the force the Directors had placed under Clive's command—three companies of royal artillery and 300 infantry—do anything to break this convention; “so that,” says Malcolm, “Clive lost the opportunity of opposing the celebrated Bussy on the plains of the Deccan.” Admiral Watson was lying at Bombay when Clive arrived; and the opportunity was thought excellent for employing the means which accident had left disposable to punish the pirate Angria by an attack on Gheriah, one of his strongholds, which lies a little more than two degrees south of Bombay, and which derived its strength from the reputed courage of its defenders, and from its site upon a rocky promontory almost surrounded by the sea. The expedition was undertaken in concert with the Mahrattas; but, suspicions being entertained that the latter were in communication with Angria, operations were precipitated so as to preclude them from all share in the enterprise. The admiral having attacked and burnt the fleet of the pirate, Clive interposed his force on the land side between the fort and the Mahratta general, who had hastened to co-operate. The fort soon fell (February 13, 1756), and the booty, about ten lacs of rupees, was divided by the British forces, without admitting their allies to any participation (*Malcolm's Life of Clive*). According to Grant Duff, the expedition consisted of three ships of the line, one ship of 50, and another of 44 guns, with several armed vessels, amounting in all to fourteen sail, and having on board 800 European soldiers and 1,000 native infantry. Thus was the most dangerous enemy to the English in Bombay at last reduced to a state of harmlessness. It is singular that this remarkable event should be connected with the great name of Clive. Already, by his brilliant defence of Arcot, Clive had established the superiority in arms of the English over the French in Southern India; he now taught the government of Bombay their own strength against the country powers by successfully carrying out a bold offensive enterprise, and

it was reserved for him in the following year to found a new empire in Bengal. To Clive's successes, then, Bombay, like her sister cities of Madras and Calcutta, may trace the origin of her present political greatness.

The Fort of Gheriah or Viziadroog was surrendered to the Peshwa, according to the terms agreed upon before the expedition under Clive, and Watson set sail; but the English, who had tried to induce the Peshwa to let them keep Gheriah obtained in return for it the cession of Bankote and several other villages on the main land to the south of Bombay, with a pledge that "the Mahratta government would never permit the Dutch to settle or come into their dominions, but would, on the contrary, issue express orders to prevent their carrying on any trade therein." As the French never got a footing on this side of India, this treaty of 1756, coupled with the decay of the Portuguese power, assured to the English the supremacy they had so long contested with other European nations.

Clive seems in this transaction to have treated the Mahrattas very cavalierly, but his suspicions of treachery on their part were probably well-founded, for, although there had up to this time been almost uniform friendship between the Mahrattas and the English at Bombay, it is not likely that the former entered cordially into the scheme for destroying the power of Toolajee Angria. Grant Duff, in his History of the Mahrattas, accuses the English of acting with bad faith; but the general remark of the same historian—that "all the states in India were inimical to Europeans of every nation, and, even when bound down by treaties, they were at best but faithless friends, whose jealousy, no less than their prejudice, would have prompted them to extirpate the foreigners"—applies to this among other expeditions. It is on record that the Mahratta general tried to bribe English officers to delay operations, or at least to let some of his

men pass through Clive's lines into the fort, and we may well believe, therefore, that these allies meditated treachery. On the other hand, it must be admitted that the morality of the English in those days, and notably of Clive himself, allowed them to feel no scruple in attacking the natives with their own favourite weapon of chicane. It shows, however, the rising confidence of the English in their own strength that they could already afford to treat with scant courtesy a people then at the height of their reputation. In 1756, five years before

**Their power in 1756.**

the flower of the Mahratta nation were cut off and the dream of founding a Hindoo empire on the ruins of that of the Moguls was dissipated on the fatal field of Paniput (fought on January 7, 1761)—where Ahmed Shah Abdallee routed the Mahratta army under Sedasheo Rao Bhow with a slaughter of 200,000 men—the horde of “imperial banditti,” as Sir T. Munro called the Mahrattas, were masters of all India from the Carnatic as far north as Agra and Delhi. The states of Holkar, Scindia, the Raja of Berar and the Gaekwar had been created; and the Mahratta confederacy seemed to be destined to drive out the foreigners and make India for the first time for many centuries independent. To come nearer home, the Mahrattas had recently driven the Portuguese out of Salsette and Bassein, and thus become the immediate and formidable neighbours of the English at Bombay. The Portuguese had provoked the war in 1737 by interfering in Angria's Colaba, where they supported one brother against another who was upheld by the Peshwa. The

**Their conquest of Salsette and capture of the Portuguese city of Bassein.**

Mahrattas invaded Salsette, taking Ghorebunder, opposite Bassein, by surprise, captured Tanna, the fortifications there being unfinished, and Caranja, an island fort in the harbour of Bombay, and were only repulsed in an attack on Bandora because the English, alarmed at their progress, had sent a reinforcement to aid the Portuguese. It appears certain, however, that at the same time the English sold the Mahrattas powder and

shot for the defence of Tanna, which the Portuguese vainly attempted to recover. On the 17th of February 1739 Bassein was invested by a force under Chinnajee Appa, brother of the Peshwa Bajee Rao. "The commandant represented with humility that he was willing to pay the Mahratta tribute, and that the Portuguese asked no more than the terms granted to the Seedee of Jinjeera. But he was mistaken in supposing that such a tone would avert the attack of a victorious Brahmin. Chinnajee was unwilling to relinquish the capture of an important fortress which would secure his conquests, and without which the Portuguese had a key which opened a passage to the recovery, not only of what they had lost, but to the whole Concan from the Ghauts to the sea, and from Damaun to Bombay ; therefore, although the mandate from his brother was urgent, he determined to secure Bassein. Aware of the risk to which he exposed himself by the chance of discomfiture, during the whole of March and April, he pressed the siege by every possible exertion. Numbers were daily killed in his batteries and trenches, where shells and huge stones, thrown from mortars, did terrible execution. The numerous guns of the besieged were at last silenced, and a breach had been effected in one of the curtains, but it was not yet practicable. The mines of the besiegers were repeatedly counteracted ; at length five were prepared, but so unskilfully, that the first only partially exploded, and of three mines close together, intended to be fired at once, two only went off. These, however, made a very large breach, which the Mahratta troops resolutely and promptly mounted, when the remaining mine, having caught fire, blew hundreds of the assailants in the air. The Portuguese flung a quantity of hand grenades amongst the crowds in the rear, whilst they plied those who had ascended, with musquetry, and drove them back with much slaughter. The defences were repaired with alacrity, the besiegers returned to the attack, but, before attempting an assault at the former breach, the remaining mine under the tower of St. Sebastian, which had been constructed under the superintendence of Mulhar Rao Holkar, was fired : half the bastion was brought to the ground, and the assailants,

after losing two of their colours, at last effected a lodgment. The besieged, however, although forty of their number were killed, and upwards of one hundred and thirty wounded at the breach of St. Sebastian, disputed every inch of ground, threw up a retrenchment of gabions, and mounted fresh guns, from which they kept up an incessant fire. At last, worn out by fatigue, and distressed for want of provisions, the sea face being blockaded by Mannajee Angria, they sent offers of capitulation, which were accepted on the 16th of May, and eight days were allowed to embark their private property and families. The Portuguese lost, in killed and wounded, according to the Mahratta account, eight hundred men, whilst Chimnajee Appa acknowledges his own loss at upwards of five thousand, from the commencement to the end of this remarkable siege: the most vigorous ever prosecuted by Mahrattas. The Portuguese only enumerate their loss at the last breach. The capitulation was made by Captain de Souza Pereira, the same officer who before defended Tanna, Silveria de Menezes, the commanding officer, having been killed during one of the assaults." But, as Orme said of the Portuguese, "the sword of their ancient valour had long cankered in its spoils." They had, even at the end of the 17th century, ceased to act offensively against the country powers, after an expedition under the Viceroy of Goa had been forced to retreat with loss of artillery and baggage by Sivajee; and the capture of Bassein, therefore, freed Bombay from a commercial rival without making the English afraid of what the Mahrattas might do against them.

In 1761 a treaty, much more imperative in tone than that of 1756, was concluded by the English with the Peshwa Madharao, binding the latter to make reparation, or allow the English to take it for outrages on country craft carrying the English flag, to give up deserters, to abandon the claim to the full possession of all wrecks on the Mahratta coast, and to cease hostilities against the Seedee of Jinjeera, who had now become the humble ally of the Bombay Government. A few years afterwards Governor Hornby and Council attempted something much more enterprising than the reduc-

tion of forts and petty states along the sea coast. On the death of

**The First Mahratta War.** Madharao Peshwa, his uncle Raghunath Rao or Ragoba usurped the

throne, but, being driven from Poona, the capital of the Peshwas,<sup>1</sup> by a party formed in favour of the succession of a posthumous son of Madharao, he bought the help of the Bombay Government to replace him on the throne by offering to cede to the English, Broach in Guzerat, Jambooseer and Orpad, Bassein and all its dependencies, "the whole and entire island of Salsette," and the islands of Caranja, Kenery, Elephanta, and Hog Island in Bombay harbour. Here at last, it seemed to Mr. Hornby, was the opportunity so long desired, of acquiring for Bombay the dominion of all the neighbouring islands. A Resident had previously been sent by the Court of Directors to Poona to obtain from the Peshwa "possession of the island of Salsette, the port of Bassein, and the small islands of Kenery, Hog Island, Elephanta, and Caranja. The advantage of these islands was justly considered of great importance, in order to preclude other nations from having access to the spacious and excellent harbour of Bombay, by far the most commodious port in India. It was already celebrated for its dockyard, and was well adapted to become the mart, not only for the supply of the interior of Western India, but the emporium of the trade with China, the coasts of Persia, Arabia, and the Red Sea. The occupation of Salsette likewise secured the principal inlet to the Mahratta country, for woollens and other staples of England, which are said to have been at that time supplied, to the amount of fourteen lakhs of rupees annually. The expenses of the Bombay establishment far exceeded the receipts, and it was hoped that by the possession of those places, and the Mahratta share of the revenue of Surat, the balance would be nearly equal." As no progress had been made with these negotiations, a treaty of

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<sup>1</sup> Grant Duff says Poona became the capital of the Mahrattas in 1750, when the supreme authority of the Peshwa was generally admitted.

alliance with Ragoba was speedily signed, and the English began (1774) the first Mahratta war. Tanna was taken by storm, and the garrison put to the sword, and all Salsette and the smaller islands were occupied. The Governor-General, however, Warren Hastings, disapproved of the Bombay treaty; and his agent, Colonel Upton, signed at Poorundhur in 1776 a treaty with the Mahratta Government, annulling all engagements with Ragoba, on condition that the English were not disturbed in the possession of Broach (captured in 1772), Salsette, Caranja, Elephanta, and Hog Island. Bassein remained in the hands of the Mahrattas. Disputes soon arose about the execution of this treaty, and in 1778 Governor Hornby made a fresh treaty with Ragoba, stipulating for the cession of Bassein and Kenery as well as the other islands, and promising to assist him with a force of 4,000 men. In all these treaties the exclusion of the French from the Mahratta territories was one of the stipulations; the Peshwa as well as the English Government having been alarmed by Bussy's successes in the Deccan.

Governor Hornby, a sagacious and far-seeing man, has explained his policy towards the Mahrattas in a minute of the 10th of October 1777, quoted by Grant Duff. "Mahratta affairs," he remarks, "are fast verging to a period which must compel the English nation either to take some active and decisive part in them, or relinquish for ever all hopes of bettering their own situation in the west of India." The Bengal Government was now better informed on this subject; and Warren Hastings, overruling the jealous impatience shown by Mr. Francis and Sir Eyre Coote, of the independent action of Bombay, sanctioned the new treaty with Ragoba, and despatched

#### Second Mahratta War.

a force of six battalions of Bengal sepoys under Colonel Goddard across India to take part in the campaign. But the Bombay Government, without waiting for the arrival of this force, formed a separate expedition under Colonel Egerton, an officer



"infirm in health and totally unacquainted with India," to place Ragoba in power at Poona.

**Expedition under Colonel Egerton ascends the Bhore Ghaut.** The expedition, consisting of 3,900 men, of whom 591 were Europeans and 500 gun lascars, crossed

Bombay harbour to Panwell in November 1778, and marched thence with many delays to Campoollee at the foot of the Bhore Ghaut. Ascending the Ghaut, the force reached Khandalla on the 23rd of December, and was formed into three divisions, which "advanced alternately at the rate of about three quarters of a mile daily," so that the army took eleven days to march from Khandalla to Karlee, a distance of eight miles. The Mahrattas, encouraged by this appearance of timidity, drew near and harassed the English advance; and Colonel Egerton, on reaching Tullygaum, within 20 miles of Poona, found that the enemy's horse had cut off the communication with Bombay. He and Mr. Carnac (a member of the Bombay Council who had accompanied the force) then determined to retreat. The heavy guns were thrown into a tank and some stores destroyed, and the army, under Colonel Cockburn, to whom Colonel Egerton, being ill, had yielded the command, fell back to Wurgaum. Here it was attacked by 50,000 Mahrattas, and lost 350 men, including 15 European officers; and, though the enemy was beaten off, Mr.

Is defeated and concludes the disgraceful convention of Wurgaum.

Carnac and the colonels thought it hopeless to attempt a further retreat, and commenced negotiations which ended in the disgraceful convention of Wurgaum. By this convention it was agreed that the English should give up Broach and the islands about Bombay, and abandon Ragoba's cause, on condition of getting a free passage for their troops to Bombay. This was the greatest humiliation ever suffered by the British arms in Western India. One bright feature in the campaign is the conduct of Captain (afterwards Major General) Hartley, who commanded the sepoys of the reserve. Stimulated by his example, these troops resisted the attacks of the enemy so firmly that Madhajee Sindia,

who was leagued with the Peshwa, compared the rear guard to a red wall, " which was no sooner beaten down, than it was instantly built up again." The Bombay Government repudiated the convention, and dismissed Mr. Carnac and Colonels Egerton and Cockburn from the service. General Goddard, who had reached Hoshungabad when he heard the news, marched straight on to Surat, a distance of 300 miles, through Mahratta territory, with the utmost expedition; and Futteh Sing Gaekwar having been forced to form an offensive and defensive alliance with the English, General Goddard attacked and took by storm the fortified city of Ahmedabad, then held for the Peshwa, and gained some successes over Scindia's army in Guzerat. In 1781, the English having, in the previous season, seized Callian, on the main land of the Concan, General

The English under General Goddard was ordered to besiege Bassein. Goddard besiege and take "The European part of his army was Bassein.

sent down to Salsette by sea, the battering train was prepared in Bombay, and the sepoys were to march by land. Early in October the whole of the disposable force at Bombay and in the neighbourhood, consisting of five battalions, were placed under the command of Lieutenant-Colonel Hartley, who was instructed to drive out the enemy's posts, and cover as much of the Concan as possible, so as to enable the agents of the Bombay Government to collect a part of the revenues, and secure the rice harvest, which is gathered at the close of the rains. There is perhaps no part of Mr. Hornby's minute more expressive of the distress under which that Government laboured, than that where, alluding to the field force they were preparing, he observes, ' Our troops will better bear running in arrears when employed on active service, and subsisting in the enemy's country,' for it is a principle with the British Government and its officers in India, than which nothing has more tended to the national success, always to consider the peasantry under their strictest protection." Colonel Hartley fought a spirited action and drove the enemy out of the Concan for a time, and then covered with his force the siege of Bassein,

against which place General Goddard had opened regular approaches from the north. The Mahrattas, in great force, again invaded the Concan, and attacked the covering army; but Hartley defeated them with great loss, and Bassein surrendered on the 11th December 1781. The policy of the Governor-General was now to make peace with the Mahrattas in order to detach them from the confederacy Hyder Ali of Mysore was trying to form among all the native powers of India against the English, and to turn the whole English strength against Hyder. General Goddard was accordingly directed to offer terms to the Court at Poona, while Scindia was vigorously attacked in his own dominions by another division under Colonel Camac. In the hope of bringing negotiations with the Peshwa more quickly to a conclusion, General Goddard

**Goddard advances to the foot of the Bhore Ghaut.**

advanced with a force of 6,152 men, including 600 Europeans, to the village of Campoollee, at the foot of the Bhore Ghaut, where he halted his army, sending an advance guard up the pass to Khandalla. Nana Furnavese, the celebrated Mahratta minister, who during the minority of the Peshwa directed the Mahratta administration, directed his army, under the command of Hurry Punt and Tookajee Holkar, to march towards Khandalla from Poona, and sent down a strong detachment into the Concan to harass Goddard's army and obstruct the communications with Bombay. The rugged and difficult country between Panwell and Campoollee favoured these tactics. "Although the road was the best in the country, it was a mere pathway through a tract exceedingly rugged, full of deep ravines and dells, strong jungles on the right and left, and frequently high rocks and precipices within musket shot on both sides." Parties escorting convoys from Bombay only reached Campoollee after fighting desperately the whole way; and as the rainy season was approaching, General Goddard determined to retreat. No sooner did he move than the whole Mahratta army poured down into the Concan, and it was

only after four days of constant fighting that the army made its

way to Panwell. "On this retreat, Is forced to retreat with which the Mahrattas consider one of heavy loss. their most signal victories, General

Goddard's army sustained a heavy loss of 466 in killed and wounded, of whom 18 were European officers." The Mahrattas claim to have taken one gun, several tumbrils, and a great part of the baggage; but their own loss in men and horses was very heavy.

The English force encamped at Ca'llian for the monsoon; and Peace made with the Mah- fighting was not renewed in the fair rattas by Treaty of Salbye season. In May 1782 the Treaty of (1782). Salbye was made with the Mahrattas.

By this treaty the English at last gained permanent possession of Salsette, Elephanta, Caranja, and Hog Island, but gave back Bassein and all their conquests in Guzerat to the Peshwa, and made over Broach to Scindia. The Mahrattas on their part agreed to become allies of the English against Mysore, and the Peshwa pledged himself to hold no intercourse with Europeans of any other nation. The cause of Ragoba was definitively abandoned by the English, and he became a pensioner of the Peshwa. The treaty was a good stroke of imperial policy, for it set the English free to deal with Hyder Ali separately; but in spite of some brilliant feats of arms performed in Guzerat, the Concan, and Central India, it cannot be said that the reputation of the British arms had been raised by a war in which they had suffered two such reverses as the capitulation of Wurgaum and the retreat of General Goddard. These disasters were plainly due to the incompetency and want of enterprise of the officers in command, who systematically overrated the strength of the enemy, though the Mahrattas were always beaten easily when there was any actual fighting. There was safety in aggression, but none in retreat before an enemy quickly elated by any sign of discouragement among their adversaries; and, had some of the brave young officers who chafed at Colonel Egerton's

irresolution been in command at Tullygaum, the British force would have entered Poona as conquerors instead of being sent back in disgrace to Bombay. These campaigns are open, in fact, to the same sort of criticism which Sir Arthur Wellesley wrote thirty years afterwards on Colonel Monson's retreat before Holkar, in a masterly letter which Sir R. Peel said was the best military letter he had ever read, and which decided Sir Charles Napier, as he stated after the battle of Meanee, "never to retire before an Indian army."

The English outposts were now, a hundred and twenty years after the cession of Bombay, advanced as far inland as Tanna, a station 20 miles from Bombay on the Great Indian Peninsula Railway, and the Bombay Government could claim the sovereignty of all the group of islands in the estuary from Bassein to Colaba. The Bombay Marine had established its supremacy at sea along the whole Malabar Coast and punished the Malabar pirates; the district of Bankote had become British territory; and north of Bombay, the English had acquired considerable political authority in Guzerat, where the Gaekwar was entirely dependent on them, and had got possession of Surat Castle, on March 4th, 1759, "with considerable loss of officers and men." It was not, however, till 1800 that the whole military and civil administration and revenues of Surat were transferred to the Company by the Nawab of Surat, who in exchange received a pension.

Up to this time Bombay had fought for her own hand; but her troops were now destined to play a subordinate and not a very distinguished part in the general war undertaken by the Government of India against Hyder Ali, the ruler of Mysore. As Hyder's forces had invaded the Carnatic, the Government of Bombay was directed to make a diversion on the western coast of Malabar. Accordingly, an expedition under Colonel Humberstone was despatched down the coast at the end of the year 1781, and took Calicut and Ponany, which it successfully defended against a combined army of French and

**War with Mysore.**

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**Mysoreans under Count Lally and Tippoo Sultan (son of Hyder Ali).**

**Disastrous Expedition of General Matthews.** In 1782, General Matthews was sent from Bombay with strong reinforcements, and quickly captured all the strong places on the coast of the province of Canara, including Honore, Mangalore, Cundapore, and Carwar. From Cundapore the army ascended the Ghauts and marched on Bednore, the capital of Canara, which capitulated to the British General. Immense plunder was found in Honore and Bednore, and General Matthews was freely accused of having himself appropriated a great part of the treasure, instead of sending it to Bombay to be distributed as prize-money. The troops became discontented and demoralized, and were in no fit state for hard fighting when in April 1783 Tippoo, who had meanwhile, on the death of his father, succeeded to the throne of Mysore, made his appearance near Bednore with an army of 150,000 men. General Matthews could only collect a force of 2,000 men before his communications with the coast were cut off; and, retiring into the citadel of Bednore, he stood a siege of only a fortnight before capitulating. The terms granted him were that the troops should march out with the honours of war, and, after piling arms, should be allowed to proceed to the coast; but Tippoo, on the pretext that the General had embezzled and secreted the public money, which he ought to have delivered up, sent the whole force as prisoners to Mysore, where General Matthews and 20 other Bombay officers, after being imprisoned and cruelly treated, were finally put to death by poison. Tippoo pushed on down the Ghauts from Bednore, and besieged

**Spirited Defence of Mangalore by Bombay Troops.** Mangalore, which was defended by a large garrison under Major Campbell, who held out for several months

with great resolution till peace was made with Mysore at the end of 1783, when Mangalore was given back to Tippoo. Grant Duff has the following anecdote of the siege, which is most creditable to the Bombay army:—"The Grenadier sepoys, who accompanied Hartley to Ahmedabad, were formed into a separate corps, but on their return, lost their name of the Grena-

dier Battalion, and were called the Eighth Battalion ; a circumstance which nearly created a mutiny in the corps. To restore the name to men who remonstrated in a manner so unsoldier-like was deemed improper ; but they afterwards behaved with such extraordinary valour, that their name of Grenadier Battalion was restored in 1783. They distinguished themselves during the arduous campaign in the Concan. For their conduct in the battle of Ponany by the side of the 42nd Regiment they received the highest compliment ever paid to a sepoy regiment. 'The Royal Highlanders,' says Colonel M'Leod, in his despatch of the 29th of November 1782, 'evinced the ardour which always inspires their countrymen in battle. The eighth battalion of sepoys showed themselves equal to any troops in courage, coolness, and discipline.' They then petitioned, through Colonel M'Leod, to have their name restored : but it was refused. In the following year, however, the eighth battalion formed part of the garrison which maintained the heroic defence of Mangalore, and their name was restored, as the only reward which the sickly, famished men, on their return to Bombay, solicited. They were long fortunate in a succession of excellent commanding officers ; and on every occasion of service the spirit of Stewart and of Hartley has lived in their ranks."

In the second war with Tippoo, when Lord Cornwallis allied himself with the Mahrattas, the Bombay Government sent two battalions of infantry and six guns to co-operate with the Mahratta army, which took Dharwar and advanced into Mysore. At the same time a Bombay column, under General Abercromby, cleared

#### Conquest of Malabar.

Malabar of Tippoo's troops and effected a junction with Lord Cornwallis before Seringapatam, where peace was concluded. Tippoo ceded, with other territory, Malabar, which, being separated from Madras by the Ghauts and the independent country of Mysore, and having easy communication by sea with Bombay, was placed under the rule of the Government of this Presidency. The new province was, however, deplorably mismanaged ; and, after the conclusion of the Partition Treaty of Mysore in 1799, when Seringapatam was

taken, Tippoo slain, and his kingdom destroyed, the sea-coast provinces of Canara and Malabar were both incorporated in the Madras Presidency. Bombay only retained for some years the special control of the teak forests, which supplied her dockyard with timber; but her traditional claim to political authority along the Malabar Coast was recognized by the transfer of Canara to her in 1861.

In the campaign of 1799 a Bombay column under General Sir

John Stuart marched from Cannanore up the Ghauts to co-operate with the grand army under General Harris,

Services of the Bombay Column against Tippoo in 1799.

which advanced from Madras. This column consisted of 1,617 Europeans and 6,420 sepoys, the Company's Bombay Regiment of Europeans, 528 strong, forming with H. M.'s 75th and 77th Regiments the Centre Brigade. General Stuart fought a brilliant action with the flower of Tippoo's troops, who tried to bar his way at Sedashere, and reached the camp before Seringapatam in time to take an important part in the operations of the siege. In the final assault of the fortress the storming column included three corps of Grenadier sepoys, taken from the troops of the three Presidencies. The Governor-General of that day, the Marquis Wellesley, always as liberal as his even more famous brother was niggardly of praise, expressed in the warmest terms to Mr. Jonathan Duncan, the Governor of Bombay, his appreciation of the victory of Sedashere, declaring that "the merits of Generals Stuart and Hartley, as well as of Colonel Montresor and the other officers, have seldom been equalled and never surpassed in India." In reply to an address from the inhabitants of Bombay on the glorious termination of the war, Lord Wellesley wrote:—"The

Lord Wellesley on the share taken by Bombay in the final campaign against Tippoo.

distinguished part which the settlement of Bombay has borne during the late crisis in the labours and honours

of the common cause, has repeatedly claimed my warm approbation, and will ever be remembered by me with gratitude and respect. In your liberal and voluntary contribution towards the exigencies of



your native country, and towards the defence of the Presidency under whose Government you reside, and in the alacrity with which you have given your personal services for the military protection of Bombay, I have contemplated with pleasure the same character of public spirit, resolution, and activity, which has marked the splendid successes of the army of Bombay from the commencement to the close of the late glorious campaign." The voluntary contribution here spoken of was a loan of more than Rs. 300,000 towards prosecuting the war with France. To this sum Mr. Duncan had contributed Rs. 25,000; Lieut.-Gen. Stuart, Rs. 20,000; Major-Gen. James Rivett, Rs. 12,000; Mr. Page (member of Council), Rs. 12,000; and Mr. (afterwards Sir Charles) Forbes, Rs. 8,000. The Presidency had also raised a corps of Fencibles, 1,000 strong, of which Mr. Forbes equipped and paid 50 men. This corps was placed on the fixed establishment of Bombay in 1803, and became the 9th Regiment of Native Infantry.

Regiment raised by citizens  
of Bombay (1799).

The main object of the policy of Lord Wellesley, who succeeded Sir John Shore as Governor-General in 1798, was to drive the French out of India.<sup>1</sup> To attain this end he compelled the Nizam to accept a British subsidiary force in lieu of a French contingent, crushed Tippoo, and used all his means of persuasion to induce the Peshwa and Scindia to become subsidized allies of the British Government. Nana Farnavese, "the Mahratta Machiavel," who, for the last quarter of the eighteenth century, was the principle political personage at the Court of Poona, always steadfastly opposed the admission of the English into the Deccan; and even when Madhaje

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<sup>1</sup> The French were never more nearly getting the control of all India into their own hands than just before Lord Wellesley, fortunately for British interests, arrived at Calcutta. Not only had they successfully intrigued with Tippoo, but a corps of infantry, commanded and officered by Frenchmen, was "the principal instrument and support" of the power of Scindia, who ruled both at Poona and Delhi, as master of the Peshwa and the king, and who had, in the battle of Kurdlah (1795), completely defeated the army of the Nizam and compelled him to cede half his territory. The only force, again, on which the Nizam could rely, was Raymond's disciplined corps officered by Frenchmen.

Scindia, who with the aid of battalions of regular infantry, disciplined by French officers, had made himself all-powerful in Hindostan, marched to Poona with the design of upsetting the authority of the Brahmins and becoming master of the Deccan, Nana did not ask for the fatal aid of English troops to secure himself in power. Madhajee died at Poona at the moment when his ambition seemed on the point of being fully gratified; and Dowlut Rao Scindia, who succeeded him in 1794, had not the capacity to carry out his plans. The influence of Scindia's military power remained, however, supreme in the Deccan. The young Peshwa, Mahdoo Rao, in a fit of despondency at being kept in a state of tutelage by Nana Furnavese, and forbidden to recognize his cousin Bajee Rao—the son of Ragoba, the old friend of the English—threw himself from his palace window and died from the effects of the fall; and Bajee Rao, obtaining the support of Scindia, was proclaimed Peshwa, to the temporary discomfiture of Nana Furnavese, who, however, subsequently had the address to reconcile himself with Bajee Rao and Scindia and to regain the office of minister, which he held till his death in 1800. The Governor-General tried to persuade Scindia to return from Poona in order to defend his dominions in the north-west against the Afghans; but, instead of listening to this advice, Scindia and the Peshwa meditated joining Tippoo against the English, and were only disconcerted by the rapidity and completeness of the English success. The weakness of the Peshwa's Government, and the natural disinclination of the predatory Mahrattas to abandon the pleasant habit of plundering their neighbours, caused the greatest disorders throughout the Mahratta country, and every petty chief with a band of armed followers made war and raised revenue on his own account. In Poona itself lawless excesses of all kinds were committed; and the Peshwa and Scindia were both at the mercy of a turbulent and rapacious soldiery. In 1801, a new power appeared on the scene. The Holkar family had for many years been kept down by Scindia; but Jeshwunt Rao Holkar, the most celebrated of all the Mahratta free-

booters, succeeded in getting together an army strong both in cavalry and in disciplined infantry and artillery. Marching on Poona in 1802 he won a complete victory over Scindia in a desperately contested battle; and the pusillanimous Peshwa, who had not appeared on the field, fled first to the fort of Singhur, and then to Rewadunda on the coast, where he found an English ship to take him to Bassein.

This crisis of affairs appeared to Lord Wellesley "to afford a most favourable opportunity for the complete establishment of the interests of the British power in the Mahratta empire" (*Wellesley Despatches*). Colonel Close, the Resident at Poona, who had left that city, was ordered to go to Bassein and open negotiations with Bajee Rao, who signed a treaty, on 31st December, 1802, binding himself to accept a subsidiary force of 6,000 men and to assign territory worth £260,000 a year for their pay, to give

Treaty of Bassein, and campaign of Assaye (1803).

up his claims on Surat, to accept the East India Company as arbiter in the disputes of the Peshwa with the Gaekwar, to admit no Europeans into his service, and not to negotiate with any other power whatever without giving notice and consulting with the Company's Government. In return, the Company undertook to replace him on the *musnud* at Poona, and did so on 13th May 1803. Scindia, whose hope of recovering his ascendancy was now destroyed, immediately formed a league with the Raja of Berar against the English, and General Wellesley marched with an army from Madras to conduct operations against the Confederates in the Deccan, while General Lake conducted the operations in Hindostan. The war was quickly terminated by the memorable victories of Assaye, Argaum, and Laswaree. It would be foreign to our plan to speak more at length of events which belong to the general history of India. Mr. Duncan, the Governor of Bombay, had been instructed, at the outbreak of the war, to employ the military force at Bombay for the reduction of the fort and territory of Broach, and of the possessions of Scindia in

Guzerat, and to the southward of the Nerbudda; and this work was accomplished without much difficulty. The old spirit of jealousy,

however, between the Presidencies of

Bombay's share in the War.

Bengal and Bombay, showed itself in

Mr. Duncan's efforts to keep the force in Guzerat under the orders of the Resident at Baroda till commanded by the Governor-General to consider it and all other military detachments as under the exclusive direction of Major-General Wellesley. To enable the Government of Bombay to employ the utmost despatch in preparing its troops to take the field, Mr. Duncan was at the same time authorised to convert the corps of Fencibles into a regiment on the regular establishment of Bombay. Besides equipping the Guzerat force of 7,000 men under Colonel Murray, Bombay sent a force of 2,000 men under Colonel Colman to serve in the Deccan; but these troops remained at Poona and other stations to keep open the communications of the army; and only a detachment of the Bombay Artillery fought at Assaye with the troops General Wellesley had brought from Madras. Upon Bombay

devolved the onerous duty of supply-

General Wellesley's opinion  
of the Bombay Government.

ing the army with stores and money;

and General Wellesley's complaints are

incessant of the stupidity and bad management of the local authorities. In one letter he writes:—"The account of the pontoons is just like every other account I receive of a Bombay concern. Only think of those stupid creatures sending off these carriages in the midst of that heavy rain!" Again, he is annoyed at getting medicines instead of iron, and is urgent in his demands for more money and rice. The

Dearth in Western India  
(1803).

scarcity of provisions was due, how-  
ever, to the severe famine which afflict-

ed Western India in 1803; and, as for money, the calls on Bombay were very heavy, and could not be met without help from Bengal. The expenses of the Government of Bombay far exceeded their revenue; and it appears that Mr. (Sir Charles) Forbes greatly helped Mr. Duncan and General Wellesley in their embarrassment by

advancing large sums of money to the state. The General wrote of

Loans by Mr. Forbes to the Government for the War.

Mr. Forbes as a man "who seeks opportunities to render his private speculations, as a merchant, useful to the public service," and interested himself in Mr. Forbes's proposal to purchase the Company's sandalwood at Madras and pay the money into the treasury at Poona. With regard to the Bombay troops, General Wellesley seems to have formed a far from flattering opinion of them. The Bombay army, by this time, consisted of three European (two

General Wellesley's opinion of the Bombay troops.

King's and one Company's) and nine native regiments. The latter, being recruited from the coast districts, where

rice is the common food of the people, could not live on grain like the Mahrattas; and this was felt to be a serious inconvenience in military operations in the Deccan, where rice is very scarce. Moreover, the troops were undisciplined and inefficient. Writing in 1805, Sir A. Wellesley said:—"The Bombay battalions which have arrived at Poona are by no means in a state of discipline or efficiency; and I am concerned to add that the number of men which they lose by desertion in every month is enormous. One of them, which arrived at Poona in July, 1,000 men strong, has not now more than 400." This was after the war, and the battalions referred to were perhaps newly raised. During the campaign of 1803 desertion seems to have been common only among the Bombay followers of the army. All the dhooly-bearers and water-men of the 78th Regiment ran away; and General Wellesley attributed this distressing desertion "to the nature of the people, to the ease with which they have it in their power to return to Bombay, and to the fact that, however numerous the desertions, the police of Bombay have not the power of applying a remedy. I have not," he added, "had much experience of the service in this part of India; but wherever I have seen the Bombay troops employed, whether in this quarter or on the coast, complaints have always been sent of the desertion of their followers; and I

Bad character of Bombay Army followers.

India; but wherever I have seen the Bombay troops employed, whether in this quarter or on the coast, complaints

believe that, upon a reference to the letters received from officers commanding escorts or detachments in this part of India, since the military operations began, it will be found that not one has marched and performed the service on which he was sent, without making a complaint of the desertion of his public followers." General Wellesley, it should in fairness be remembered, had been for years associated with the Madras army; and he would evidently have liked to secure for the Madras Government the military control of the whole Deccan. He was so impressed with the helplessness of Bombay that he even went so far, in one letter, as to write in 1804 to Colonel Murray, then in Guzerat :—"The 84th is the only European regiment which

**Defencelessness of Bombay.**

garrisons Bombay, and I cannot ask Mr. Duncan to send it you. I have long considered our game, as it affected our situation at Bombay, to be very desperate; and particularly as we know that the French are strong in European India, and their squadron, when joined with that of the Dutch, not inferior to our own, we ought to beware to weaken that settlement too much." This view of the situation will not appear too gloomy when it is considered that up to the present day Bombay lies exposed without means of defence to destruction by an enemy's fleet. Yet the importance of the island as a base of operations, by sea as well as on land, had already, in 1804, marked Bombay out as one of the most valuable possessions of the English in India. General Wellesley himself had paid his first visit to Bombay in 1801, when he called in to refit the ships and obtain supplies for the troops of the expedition despatched from Trincomalee to co-operate with Sir R. Abercromby's force from England in the invasion of Egypt. To his bitter mortification, the General was superseded here in the command of the expedition by Sir David Baird. His disappointment probably helped to make him ill; for he was seized at Bombay with a fever and breaking out all over his body, and had to undergo a course of nitrous baths for a cure. This illness decided him not to go to Egypt as second in command under Sir D. Baird, and he obtained his brother's (Lord

Wellesley's) permission to return to his government of Mysore. While in Bombay on this occasion he superintended the re-equipment of the fleet, and his description of the way in which this business was accomplished shows how great were the resources of the Bombay Dockyard :—" Some of the ships were completely

**The expedition to Egypt re-fitted at Bombay (1801).**

re-fitted, took in ballast, and received three months' water and provisions for their crews and the troops embarked in them, and sailed in four days after they arrived ; five ships, which have been added to the armament from this port since my arrival, were equipped with six months' provisions, &c., and the troops embarked in five days after the requisition was made for them ; and, in short, the whole business has been conducted with regularity and rapidity, and satisfaction to myself and to all the parties concerned." For military operations in the Deccan, again, the nearness of Bombay made the selection of this Presidency to control the force there indispensable, and the Governor-General, therefore, was not content to place Broach and other ceded territory in Guzerat under the Government of Bombay, but

**Bombay supplies Poona Subsidiary Force (1805).**

ordered that the whole subsidiary force for Poona, consisting of one regiment of native cavalry, one company of artillery, and six battalions of native infantry, each consisting of 1,000 firelocks and one company of pioneers, should, with the exception of the regiment of cavalry, be supplied by Bombay.

It is pleasant to find that he who was afterwards to be known as the Duke of Wellington was able, in spite of some little differences with Mr. Duncan's Government, to appreciate some of the merits of Bombay. In April 1804, he notes, as its special distinction, that " this island

**Bombay a general asylum for the oppressed (1804).**

has now become the only place of security in this part of India for property, and for those who are the objects of the Peshwa's enmity and vengeance, a circumstance equally honourable to the

character of the British nation and advantageous to their interests, and affording the strongest proof of the confidence which the natives repose in the justice and wisdom of our policy and our laws." He also, with that keen sense of the military value of good communications which he showed in all his campaigns, gave Bombay greater facilities of access to the Deccan by making the Bhoze Ghaut practicable for artillery, and constructed a good road from the top of the Ghaut to Poona.

The Bhoze Ghaut made practicable for Artillery, and road to Poona made by order of General Wellesley.

Mr. Duncan's causeway, connecting Bombay with Salsette, was constructed about the same time for military, no doubt, as well as commercial reasons; for the passage across Bombay harbour from Panwell to Bombay is often difficult for sailing boats, which can, however, easily run up the harbour to Tanna in Salsette, whence troops can proceed by land to Bombay.

Bombay, on the other hand, was not behind-hand in doing honour to the great soldier who first displayed his remarkable military talents in the campaign of Assaye. In the "Bombay Occurrences for March, 1804," it is recorded that the Governor's yacht had

Bombay's Address to General Wellesley.

arrived from Panwell, with Major General the Hon'ble Arthur Wellesley on board, and that, as she approached the harbour, a salute of 15 guns was fired from the Elphinstone Indiaman, the compliment being repeated when the General landed. The whole of the troops in garrison formed a street from the Dock-yard, through which the General passed to the Government House—the building now known as the old Secretariat, in the Fort. Mr. Henshaw presented to the General an address adopted at a general meeting of the inhabitants of Bombay, offering their congratulations on "the happy termination of one of the most decisive, brilliant, and rapid campaigns ever known in the annals of British India," and applauding the results of the General's military science and political skill. "Your victories," it was added, "have taken place in our neighbourhood; they immediately affect



our future interests, and are intimately connected with our present prosperity. They lay the foundations of a peace to us and our successors, which is no longer likely to be interrupted by the feuds and combinations of a Mahratta confederacy. They open to the trade and to the industry of Bombay the resources of an extensive and populous country." General Wellesley, in his reply, said:—"In reviewing the consequences of our success, it is with unfeigned satisfaction that I perceive the increasing channels of wealth which have been opened to this opulent settlement; and it is peculiarly gratifying to my feelings that I should have been instrumental in renewing the benefits of peace to a settlement, from the resources and public spirit of which the detachments under my command have derived the most essential aids during the prosecution of the war." In the evening Major-General Bellasis, Commandant of Artillery, gave a dinner to

Dinner and Fete at the  
Bombay Theatre to General  
Wellesley.

the General at the theatre, at which were present the Hon. the Governor and most of the principal characters in the settlement. "The theatre was handsomely fitted up for the purpose, and displayed an elegant transparency of Gen. Wellesley's arms, fixed so as to face the company. The utmost conviviality prevailed, and the pleasures of the evening were much enhanced by the introduction of several loyal and appropriate toasts, and a few excellent songs." An "elegant entertainment" was also given at the theatre, by Colonel Lechmere and the officers of the Fencible regiment, to the General. This theatre, or "playhouse" as it was generally called, stood on the north side of the old Bombay Green, now the Elphinstone Circle, between the Cathedral and the Town Hall. It was pulled down with other buildings in 1863 to clear the ground for the new Elphinstone Circle buildings. Its site is now occupied by Mr. Ardaseer Hormusjee Wadia's office. The difference in manners betwixt 1805 and 1875 is marked by the "introduction of a few excellent songs" at the dinner table. Such a breach of decorum and dulness at a state dinner would make a modern Govern-

or's hair stand on end. The memory of the Duke of Wellington's connection with Bombay was long cherished here. A house now pulled down, at the foot of Malabar Hill on the Back Bay side, used to be pointed out as that in which he lived ; and an old lady, who died only four years ago at Colaba, was fond of relating that, in 1803, she danced with General Wellesley, probably at the fete given in the theatre. It is a matter for great regret that this lady burnt before her death memoirs she had kept extending over three-quarters of a century, and affording invaluable material for a domestic history of Bombay during that period.

The war of 1803, followed by that with Holkar in 1804-5, made the East India Company masters of all India as far north as the Sutlej. English policy and arms had successively subdued all the native powers, and reduced to mere ciphers those of them that still retained a nominal independence ; and for more than thirty years from this date no formidable enemy arose to contest the Company's supremacy. It is noteworthy that even at Assaye, where Scindia had disciplined battalions of infantry and a numerous and well-served artillery, and where the English loss was heavier than in any previous battle fought in India, all the execution in the English ranks was done by the fire of the artillery, and the Mahratta army broke as soon as the British regiments got within musket-shot. The

**Extent of Bombay's Political Authority from the Peace of 1805.** The peace of 1805 left Bombay in possession of political authority co-extensive almost—if we exclude the province of Scinde—with that which she now enjoys. She supplied subsidiary forces to the Gaekwar of Baroda and the Peshwa, and garrisoned the Portuguese city of Goa, which the English occupied during the continuance of the French war. On the coast, however, piracies had been renewed not only by Angria, but by Mahratta cruisers issuing from the ports of Malwan and Vingorla in the little States of Kolhapoor and Sawunt Waree ; while to the north of Bombay no serious attempt had yet been made to harry the nests of pirates sheltered from time immemorial in the creeks and islands along the coasts of Guzerat, Cutch,

and Kattywar. The western coast of India was spoken of by Ptolemy, the geographer, in the second century,

**The Pirate Coast.**

as "the pirate coast," and Marco Polo, in the 13th century, says:—"From this kingdom of Malabar, from the kingdom of Tanna, and from another near it called Guzerat, there go forth every year more than a hundred corsair vessels on cruize. These pirates take with them their wives and children, and stay out the whole summer. Their method is to join in fleets of twenty or thirty of these pirate vessels together, and they then form what they call a sea cordon—that is, they drop off till there is an interval of five or six miles between ship and ship, so that they cover something like 100 miles of sea, and no merchant ships can escape them. For when any one corsair sights a vessel a signal is made by fire or smoke, and then the whole of them make for this, and seize the merchants and plunder them. But now the merchants are aware of this, and go so well manned and armed, and with such great ships, that they don't fear the corsairs. Still mishaps do befall them at times." "The people of Guzerat," says the same traveller, "are the most desperate pirates in existence, and one of their atrocious practices is this: when they have taken a merchant vessel they force the merchants to swallow a stuff called tamarind, mixed in sea-water, which produces a violent purging. This is done in case the merchants, on seeing their danger, should have swallowed their most valuable stones and pearls, and in this way they secure the whole." The sacred island of Beyt, in the Gulf of Cutch, off the north-west corner of the peninsula of Kattywar, was better known as "the Pirates' Isle," and the inhabitants of the Land's End of the peninsula were noted for their audacity as sea-rovers. The pirates soon gave up attempting to meddle with English vessels, which were too large and strong for them;<sup>1</sup> but they harassed the whole coasting

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<sup>1</sup> Niebuhr, a hundred years ago, brought against the English the scandalous accusation that "it was their interest to leave the pirates to scour the seas, and hinder other nations from sailing in the same latitudes;" and that they were content, therefore, with protecting their own trade. By 1805, however, the English were beyond all fear of commercial rivalry on the part of other European nations.

trade, carried on by the small country craft which transport goods into the shallow harbours that abound on the coast, and at the beginning of this century the scandal had become so great that the Bombay Government, when freed in 1805 from other enemies, determined to suppress piracy once for all, from the Indus to Cape Comorin.

**Extinction of Piracy on the Western Coast of India (1807-20).**

The States of Kattywar were taken under British protection in 1807, and Colonel Walker, the Political Agent, in 1809, induced the Rao of Cutch to

sign a treaty binding himself to co-operate with the British Government in the suppression of piracy. These arrangements of course led to disorders and insurrections among the turbulent classes of the population; and the final blow was not given to the pirates of Kattywar till 1819, when a British force under Colonel Stanhope escalated Dwarka and put the whole garrison, who refused to ask for quarter, to the sword. The pirate chief of Beyt then sued for terms, and agreed to surrender the island and live quietly on a pension. Colonel Tod says that "the last of the rover galleys," which he saw "laid high and dry," was a "goodly and imposing-looking vessel, having a lofty poop and beaked rostrum." In the

**Malwan and Vingorla occupied (1812).**

south, the Bombay Government negotiated treaties with Sawunt Waree and Kolhapoor, by which the full

sovereignty of Vingorla and Malwan was ceded to the English, and all vessels found equipped in a warlike manner were given up. Thus an end was put to the perils that had so long beset commerce on the western coast.

**The Bombay Marine (Indian Navy)** which had been employed in this work afterwards did excel-

**The Police of the Indian Seas.**

lent service to commerce by extirpating piracy in the Persian Gulf

and Red Sea, and making careful surveys of the coasts of those seas and of the Indian Ocean. Bombay may claim the credit, therefore, of having established and kept the police of all the Indian seas.

No sooner had the Peshwa, Bajee Rao, been restored to power by the English, than he began to plot for their expulsion from the Deccan. Naturally of an intriguing and treacherous disposition, he could in no circumstances have been depended upon as a faithful ally; and it must be admitted that the tendency of Lord Wellesley's system of controlling native Princes by means of subsidiary forces was to effect their demoralization and ruin. A prince who is called independent, but who knows that his authority depends on the good will of a Political Resident and a body of foreign troops, must be endowed with rare magnanimity if he does not both oppress his own subjects and chafe under the limitations placed on his sovereign power to make war and conclude treaties with other states. The consciousness that he is protected by a force strong enough to keep him on the throne in spite of all the efforts of discontented subjects removes the only curb—the dread of rebellion—which restrains an unprincipled despot from gratifying to the utmost the evil passions of cruelty, lust, and covetousness; while, at the same time, a restored tyrant in nine cases out of ten resents his obligations to the foreigners who have given him back his kingdom, feeling that he is but a puppet in their hands when they keep him from indulging his ambition in warlike enterprises and bid him be content to stay at home and be absolute master of the lives and fortunes of his own people. The restoration of Bajee Rao undoubtedly had no other result than to prolong for thirteen years the misrule of an immense territory which the English might have conquered and placed under a settled government in 1805. The Peshwa persistently neglected the civil administration of his country, and accumulated wealth by farming the revenues, sequestrating estates, and exacting forced contributions from wealthy citizens. These oppressions provoked insurrections which were easily crushed, and Bajee Rao might have remained Peshwa till his death if he had not had the audacity to quarrel with the English. It will be remembered that, by the terms of the Treaty of Bassein, the British Government became the arbiter

between the Peshwa and the Gaekwar on all questions in dispute between these two Princes. Bajee Rao revived old claims on the Gaekwar, and when the Gaekwar's agent, Gungadhur Shastree, went to Poona in 1815 with the guarantee of the British Government for his personal safety, he was treacherously murdered by Trim-buckjee Danglia, the Peshwa's infamous minister. Trim-buckjee was given up to the British Resident, Mr. Mountstuart Elphinstone, and imprisoned at Tanna, whence he made his escape in 1816. "The guard over Trim-buckjee had no mixture of sepoys upon it, but was composed entirely of Europeans. From this circumstance, the Peshwa was able to communicate with Trim-buckjee. The principal agent of communication was a Mahratta horsekeeper, in the service of an officer of the garrison, who, passing and re-passing the window of Trim-buckjee's place of confinement, when airing his master's horse, sung the information he wished to convey, in an apparently careless manner, which the Europeans, from want of sufficient knowledge of the language, could not detect." Under pretence of going to bathe, Trim-buckjee divested himself of his clothing, went down a side passage, got out of a low window, and walked quietly through the main gateway of the fort, to where a horse was waiting for him. The Peshwa, rejoiced to have his favourite with him again, acted on his advice to ally himself with the Pindaree freebooters, who had grown powerful on the decay of the native states, and with Scindia, Holkar, and the Rajah of Berar, in a confederacy to overthrow the English. A rumour was spread that an army of Pindarees was approaching Poona. A large part of the British force moved out, and there was left at Poona only one brigade of three weak battalions. The Company's Bombay regiment of Europeans, however, was on its way from Bombay; and Mr. Elphinstone, suspecting the Peshwa's treacherous intentions, sent orders for it to advance by forced marches. By great exertions<sup>1</sup> it reached Poona on 30th October 1817, after the British had passed many anxious days and nights, expecting momentarily the attack of

<sup>1</sup> The regiment marched the whole distance from Panwell to Poona with only one halt.

the Peshwa's troops on the cantonment, the site of which, adjoining the Northern environs of Poona, having been originally selected by General Wellesley for the protection of the city, exposed the troops holding it to be surrounded by an overwhelming force issuing from the city. Grant Duff, the historian, who was with the Resident at this time, is of opinion that Mr. Elphinstone "followed the system of confidence, so strongly recommended, to a culpable extremity," in not moving the troops to a better position; but luckily the Peshwa could not make up his mind to open hostilities before the Europeans arrived. Mr. Elphinstone then made the troops take

**Battle of Kirkee, Nov. 5, 1817. Flight of the Peshwa and occupation of Poona.**

up a new position at Kirkee, the present head-quarters of the Artillery of the Bombay Presidency. The Peshwa still hesitated, and spent several more days in attempts to corrupt the British sepoys. Hearing, however, that Mr. Elphinstone had directed a small force stationed at Seroor to join the brigade at Kirkee, he "determined to delay the attack no longer. His preparations began about seven o'clock on the morning of the 5th; but in the early part of the day he sent out several messages calculated to lull the Resident's suspicions; such as, that his troops were alarmed by hearing that those at Kirkee were under arms; that he was about to perform a religious ceremony at the temple of Parbuttee, and that the troops were drawn out, in honour of the occasion, to form a street as he passed. In the afternoon, when all was in readiness, the whole of his principal officers having assembled at his palace, Wittoojee Gaekwar, a personal servant of the Peshwa, was despatched to Mr. Elphinstone, by Gokla's advice, to inform him that the assembly of troops at Poona was very offensive to the Peshwa; to desire him to send away the European regiment, to reduce the native brigade to its usual strength, when it must occupy a position which the Peshwa would point out, and that, if these demands were not complied with, he would withdraw from Poona and never return. Mr. Elphinstone denied the Peshwa's right to require the removal of the European

regiment, explained the reason of his having called in the light battalion, and recommended that the Peshwa should send his troops to the frontier as he had promised, in which case all cause of complaint would be removed : there was a good deal more passed, as the conversation on the part of the messenger was intended to engage as much attention as possible ; but he at last withdrew, warning the Resident of the bad consequence of his refusal. In the meantime the Peshwa's officers at the palace were despatched to their troops ; Bajee Rao in person proceeded to the Parbuttee (situated on a hill on the south side of Poona) and Wittoojee Gaekwar had scarcely quitted the residency, when intelligence was brought that the army was moving out on the west side of the city. There was a momentary consultation about defending the residency at the Sungum, but it was instantly abandoned as impracticable, and it was determined to retire to Kirkee, for which purpose the nature of the ground afforded great facility. The river Moola betwixt the Sungum and the village of Kirkee forms two curves like the letter S inverted. The residency and the village were both on the same side of the river, but at the former there was a ford, and near the latter a bridge ; so that the party by crossing at the ford had the river between them and the Peshwa's troops the greater part of the way. From the residency no part of the Mahratta army was visible, excepting bodies of infantry, which were assembling along the tops of the adjoining heights with the intention of cutting off the residency from the camp, and having this object in view they did not molest individuals. On ascending one of the eminences on which they were forming, the plain beneath presented at that moment a most imposing spectacle. This plain, then covered with grain, terminates on the west by a range of small hills, while on the east it is bounded by the city of Poona. A mass of cavalry covered nearly the whole extent of it and the small hills already partially occupied by the infantry, and towards the city endless streams of horsemen were pouring from every avenue. Those only who have witnessed the Bore in the Gulf of Cambay, and have seen in perfection the approach of that roaring



tide, can form the exact idea presented to the author at sight of the Peshwa's army. It was towards the afternoon of a very sultry day; there was a dead calm, and no sound was heard, except the rushing, the trampling and neighing of the horses, and the rumbling of the gun wheels. The effect was heightened by seeing the peaceful peasantry flying from their work in the fields, the bullocks breaking from their yokes, the wild antelopes, startled from sleep, bounding off, and then turning for a moment to gaze on this tremendous inundation, which swept all before it, levelled the hedges and standing corn, and completely overwhelmed every ordinary barrier as it moved. Mr. Elphinstone had personally reconnoitred the ground in front of the village of Kirkee, and ascertained that there was a ford between that village and Dhapooree, which, although difficult, was practicable for six-pounders, three of which, manned by native artillery-men, belonged to the auxiliary force, and was attached to Captain Ford's corps. It had been arranged, in case of an attack, that Captain Ford was to join the brigade under Lieutenant-Colonel Burr; and Mr. Elphinstone had been at pains to explain to all concerned the advantage of always acting on the offensive against Mahrattas. When the party was fording at the residency a messenger was despatched to warn the troops of the approach of the enemy. Lieutenant-Colonel Burr, the officer in command, wished to have acted on the defensive, but as the message required him to move down and attack the Peshwa's army, he immediately sent the battalion companies of the 2nd battalion 6th regiment to protect the stores, ammunition, and followers in the village of Kirkee, left his camp standing, and instantly marched down by the high road for about a mile;—then wheeling to the right, he moved in the direction of Dhapooree, to facilitate the junction of Captain Ford's corps, and bring his front parallel to that of the enemy. In a few minutes the expected corps was seen approaching; the Resident's party had joined, and Colonel Burr advanced to the attack. The Mahrattas, who had sent on their skirmishers, some of whom had already suffered from the fire of the light infantry, were surprised by this forward movement in troops whom they had been

encouraged to believe were already spiritless ; and a damp, which had been spreading over the whole army by the accidental breaking of the staff of the Juree Putka, before they left the city, was now much increased. Gokla, with the true spirit of a soldier, was riding from rank to rank, animating, encouraging, and taunting as he thought most effectual, but the Peshwa's heart failed him ; and after the troops had advanced, he sent a message to Gokla, desiring him ' to be sure not to fire the first gun.' At this moment the British troops were halted, their guns were unlimbering,—it was the pause of preparation and of anxiety on both sides ; but Gokla, observing the messenger from the Peshwa, and suspecting the nature of his errand, instantly commenced the attack, by opening a battery of nine guns, detaching a strong corps of rocket-camels to the right, and pushing forward his cavalry to the right and left. The British troops were soon nearly surrounded by horse ; but the Mahratta infantry, owing to this rapid advance, were left considerably in the rear, except a regular battalion under a Portuguese, named DePinto, which had marched by a shorter route, concealed for a time under cover of the enclosures, and were now forming with apparent, steadiness, immediately in front of the 1st battalion 7th Regiment and the grenadiers of the 2nd battalion 6th : no sooner, however, were their red coats and colours exposed to view of the English sepoy, than the latter with one accord pushed forward to close, and in their eagerness got detached from the rest of the line. Gokla, hoping that they might either be disposed to come over, or that he might be able to take advantage of their impetuosity, prepared a select body of 6,000 horse, which, accompanied by the Juree Putka, and headed by several persons of distinction, had been held in reserve near his left, and were now ordered to charge. The Mahratta guns ceased firing, to let them pass ; and they came down at speed, in a diagonal direction, across the British front. Giving their fire, and receiving that of the line, they rode right at the 7th. Colonel Burr took his post with the colours of that corps ; it had long been his own battalion ; he had ' formed and led' it for many years : he was then suffering under a severe and

incurable malady, but he showed his wonted coolness and firmness in this moment of peril. He was the first to perceive the moving mass : he had just time to stop the pursuit of DePinto's battalion, already routed, and to call to the men, who could not be dressed in line, to reserve their fire, and prove themselves worthy of all his care. Fortunately, there was a deep slough, of which neither party were aware, immediately in front of the British left. The foremost of the horses rolled over, and many, before they could be pulled up, tumbled over those in front ; the fire, hitherto reserved, was now given with great effect, numbers fell, the confusion became extreme, and the force of the charge was completely checked : a very small proportion came in contact with the bayonets ; a few continued the attack in the rear, but many turned back ; some galloped round the left as if to plunder the camp, but they were driven off by a few shots from two iron guns at Kirkee, and the sepoys had nearly repulsed the attack before a company of Europeans could arrive to their support. This failure completely disconcerted the Mahrattas ; they began to drive off their guns ; their infantry retired from the distant position they occupied, and upon the advance of the British line the whole field was cleared. The brigade returned to its position at Kirkee after night-fall, and the light battalion and auxiliary horse joined it next morning. The report of their arrival, and the effect of the forward movement, deterred Gokla from renewing the attack. The Mahrattas in Captain Ford's battalion deserted, and a part of the newly raised auxiliary horse were, at their own desire, permitted to quit the British camp ; but not one sepoy of the regular service left his colours. The number of the British troops engaged at the affair of Kirkee, including Captain Ford's battalion, was 2,800 rank and file, of whom about 800 were Europeans. Their loss was comparatively trifling, amounting only to eighty-six men in killed and wounded, fifty of whom were of the sepoys on the left. The Mahratta army consisted of 18,000 horse and 8,000 foot, with 14 guns. (This number is given from the actual returns, and does not include 5,000 horse and 2,000 foot stationed with the Peshwa at Parbuttee, so that Bajee Rao had already

collected thirty-three thousand men at Poona.) They suffered considerably, having lost five hundred men killed and wounded; and though the proportion of horses killed on the spot was inconsiderable, a very great number were disabled. Amongst the sufferers was the minister Moro Dixit, who by rather a strange fatality, was mortally wounded by a grape shot, from one of the guns attached to the battalion of his friend Captain Ford. Hostilities were no sooner commenced than the ferocious and vindictive character of Bajee Rao's previous orders became apparent from the proceedings in every direction, probably before he had time to stop them. The residency was plundered and burnt, and of the Resident's library and private apartment not one stone was left upon another; the families and followers of the troops who fell into the hands of the Mahrattas were robbed, beaten, and frequently mutilated; the gardens were destroyed, the trees were torn from the roots, and the graves were dug up. An engineer officer, on survey, was attacked and killed; two brothers, of the name of Vaughan, one of them a capt in in the Madras army, were taken while travelling between Bombay and Poona, near the village of Tullygaum, and though they made no resistance, were most barbarously hanged under the superintendence of a Brahmin named Babjee Punt Gokla (afterwards imprisoned in a wooden cage in the Fort of Singhur)."

A great kingdom was never lost in a more inconsiderable action. The Peshwa "sat on the rocky brow" overlooking the plain of Kirkee, and witnessed the dispersion of his army.

He counted them at break of day;  
And when the sun set, where were they?

When General Smith marched on Poona with a division which had been intended to take part in the war in Central India, but had been halted on the Godavery as soon as it was known that the Peshwa meditated an attack on the subsidiary force, the defeated army evacuated the city, which the British occupied on the 15th of November. Among the spoil captured was a Gunputtee, or Ganeshwa, the favourite idol

of the Mahrattas, of solid gold, with diamonds for eyes, and covered with jewels. It was valued at £50,000. General Smith pursued and again defeated the Peshwa's dispirited troops, capturing Sattara and the Raja (the representative of the dynasty of Sivajee). General Pritzler afterwards took many of the forts, while General (Sir Thomas) Munro, who now for the first time got an opportunity of showing that he had talents for war as well as for civil administration, plunged into the Southern Mahratta Country from Dharwar with a small brigade, and, capturing forts and reducing districts on his way, emerged at Sholapore, where he attacked and routed the only organized body of infantry on which the Peshwa might still have relied. A Bombay column, under Colonel Prother, consisting of about 1,200 men, overran the Southern Concan, taking Sivajee's famous fort of Raighur and other strong places. The only action after that of Kirkee which needs particular notice in an account of Bombay, is the heroic defence of the village of

**Action of Korygaum, Jan. 1, 1818.** Korygaum, on the river Bheema, not far from Poona. Here the 2nd battalion of

the 1st Regt. N. I., 500 strong, with two six-pounders, manned by 24 Europeans of the Madras Artillery, under a serjeant and lieutenant, and a detachment of irregular cavalry, belonging to the regiment now known as the Poona Horse, found itself on New Year's day, 1818, while on its march from Seroor to Poona, in presence of a Mahratta army of 25,000 horse, who were speedily reinforced by about 2,000 infantry (chiefly Arabs and Gosaeens). The Mahrattas surrounded and attempted to storm the village, and obtained possession of a strong position inside it, from which they could not be dislodged. The British troops had neither food nor water, and all access to the river was cut off; but they fought the whole day, disputing every foot of ground, till at nightfall the enemy evacuated the village. Of the detachment which was under the command of Captain Staunton, 175 men were killed or wounded, including 20 out of the 24 artillerymen. Of the eight European officers present three were killed and

two wounded. "The Mahrattas," says Grant Duff, "lost five or six hundred men, and have the generosity on all occasions to do justice to the heroic defenders of Korygaum." For their conduct on this occasion "the 2nd battalion 1st N. I. were made grenadiers, as their 1st battalion had been for the defence of Mangalore, and *Mangalore and Korygaum* became the animating motto of the regiment."

Bajee Rao, after being hunted about the country for several months, at last, finding his cause abandoned by all but his personal followers, surrendered himself to Sir John Malcolm, who had always been friendly to him, and who guaranteed him the enormous pension of £80,000 a year, on condition that he renounced for himself and his family all claims to sovereign power. He retired to Bithoor on the Ganges, where he adopted as his heir

**The terms.**  
a child born in the village of Narel, at the foot of Matheran Hill, who afterwards became the infamous Nana Sahib.

The Marquis of Hastings, then Governor General of India, had resolved, before Bajee Rao gave himself up, to put an end to the dynasty of the Peshwas, and to annex the greater part of their dominions to the East India Company's territory. He determined, however, to "reserve a small tract, sufficient for the comfort and dignity of the imprisoned Raja of Sattara, which might serve as a counterpoise to the remaining influence of the Brahmins, conciliate the Mahratta nation, and leave an opening for the employment

**The Dynasty of the Peshwas**  
dethroned, and their dominions incorporated in the Bombay Presidency (1818).

**Kingdom of Sattara restored,** but annexed by British Government in 1848.  
of many persons in their own way, whom it would have been expensive to subsist, and who could not obtain a livelihood under the English administration." This policy had probably been suggested by Mr. Elphinstone, who was now appointed sole Commissioner for the settlement of the conquered territory, and who had the Raja formally proclaimed as sovereign of the

Kingdom of Sattara. It had been a favourite idea of Madhaje Scindia's to restore the descendant of Sivajee to a position in which he might be made use of to check the pretensions of the Brahmins at Poona; and perhaps a native chief of capacity and resolution might have fairly hoped to carry out such a design successfully. But it was the height of simplicity to expect that a mere nominee of the British Government would have the political weight to warrant him in engaging single-handed in a conflict with the Brahmins. The dynasty of Sivajee had from the first prepared the way for Brahmin ascendancy; and to expect the restored Raja of Sattara to be more independent than Sivajee himself had been, was scarcely reasonable. Such experiments in the art of putting new wine into old bottles are, in the nature of things, bound to fail. As in the similar case of Mysore, the restored dynasty of Sattara was found to be powerless for good, though it could plot mischief against its protectors. The restored Raja, Pertaub Singh, was deposed in 1839 for engaging in a seditious correspondence; and his brother, who succeeded him, having died without issue in 1848, Lord Dalhousie decreed that the kingdom had lapsed to the British Government as the Paramount Power in India, and Sattara became one of the regulation districts of the Bombay Presidency.

Khandesh, which had been laid waste and almost depopulated by the raids of Holkar and the Pindhrees, was acquired at the peace of 1818, when Holkar made over all his rights of sovereignty in the province to the British Government.

Most of the districts in the Concan as well as the Deccan were comprised in the Peshwa's dominions, and therefore became British territory in 1818. There remained three independent Mahratta principalities, those of Kolhapoor, Sawunt Waree, and Angria's Colaba.

Kolhapoor is the inheritance of the younger branch of the house of Sivajee. "In the war with the Peshwa in 1817, Aba Saheb, the reigning Rajah, cordially sided with the British Government,

**Kolhapoor.**

and in reward for his services received certain additions to his dominions. The successor of this Prince, Bawa Saheb, proved so profligate and oppressive a ruler, that armed interference was on more than one occasion found necessary. And after his death, in 1838, the misrule during the minority of his son was so great, that the British Government interfered and appointed a minister of its own. A rebellion followed, and upon its suppression the direct administration of the state was, in 1842, assumed by the British Government. Affairs remained in this state till, 1862, in reward for the loyalty shown by the Rajah, Sivajee during the mutinies of 1857, a fresh treaty was concluded, under the terms of which his kingdom was restored to the Rajah and the right of adoption conceded to him. On his death, in 1866, Sivajee was succeeded by his adopted son Rajaram, a minor. The untimely death of this prince in 1870 necessitated a fresh adoption; and during the minority of the present Rajah, Sivajee, a boy of eleven years of age, the principality continues to be administered by an agent of the British Government."

The Sawunt Waree State is an old possession of a branch of the family of Bhonslay, to which Sivajee belonged. The Bombay Government sent a force into this state in 1820, to obtain redress for depredations committed on British territory. The Chief was then taken under British protection, but in 1838, after several insurrections had been suppressed, he resigned an authority which he did not know how to use, and left the British agent to administer the country for the present chief, who is still a minor.

The territory which remained in the hands of Angria's family, lapsed to the British Government in 1841, when Raghojee Angria died without heirs. This case of "lapse" excited much discussion, as with it began what it is now the fashion to call "the era of annexation." Lord Auckland, the Governor General, was vehemently



attacked at the time by Mr. H. St. George Tucker and other civil-ians, for not allowing Raghojee's widow to adopt a son; but the principality was annexed, and now forms the Sub-district of Alibag.

We have now traced the political history of Bombay from the time when it was an isolated and struggling little settlement on a barren island off the western coast of India till it had absorbed the whole Mahratta empire, with the exception of the conquests made by the Mahrattas in Central India. The fortunes of Bombay were so closely interwoven with those of the Mahrattas, that it was necessary to go more into detail than may perhaps be considered legitimate in an historical account of the island of Bombay. About the very time that the English acquired Bombay, Sivajee had wrested the Concan from the Mahommedans and established his capital at Raighur (1664), and it would have then seemed ridiculous to prophesy that the strangers who could barely keep their foothold on the shore of India would end by subduing both Mussulman and Mahratta. For nearly a

**Review of progress made by Bombay since 1662. The English and the Mahrattas.**

century the rapid progress of the Mahratta power left the English far behind; and we have seen that the East India Company found it to their interest to conciliate a nation whose military aptitude had in a brief space made them masters of the greater part of India, and who were disagreeably active as freebooters at sea as well as on land. Sivajee, the founder of the Mahratta empire, showed unquestionable genius in organizing an army and a civil administration; but it soon appeared that the Mahrattas could overrun, plunder, and destroy decaying states, but could not found a lasting dominion of their own. Their confederacy quickly degenerated into a congeries of states ruled by intriguing princes who were animated no doubt by a common hatred of the foreigner, but whose mutual jealousy made them weaken one another by incessant warfare till, even when combined, they could effect nothing against troops

animated by a common sentiment of patriotic ambition and trained to war under a severe discipline. Several of the Mahratta princes tried to fight the English with their own weapons by organizing battalions of regular infantry, against the opinion of some of the wisest Mahratta statesmen, who declared that the strength of the nation lay in irregular cavalry suited to desultory warfare.<sup>1</sup> But, where there is no civil discipline in a state, military discipline either cannot be maintained, or it encourages mercenaries to possess themselves of political power. The dynasty of the Peshwas only existed for seventy years, and its decay was so rapid that, if the English had not dethroned Bajee Rao, the Arab mercenaries whom the Mahrattas had hired to fight for them would soon have founded kingdoms of their own in India. So extreme was the misrule—justice being denied to everyone who could not use force to obtain it, while cultivators and citizens alike were ground down to the dust by ever-increasing taxation—that only the court favourites and military chiefs and adventurers regretted the change of government. Even the soldiers' pay was in arrears, and many of Bajee Rao's troops entered the service of the British Government within thirty-six hours after the proclamation of the Peshwa's dethronement. But while the rise of the English power must be ascribed in some degree to the radical incapacity of Hindoos to do any work which they undertake thoroughly and completely, and to the more systematic and strenuous character of Western civilization, it should never be forgotten that the conquest of India is really the fruit of the incomparable fighting qualities of the British soldier. After all is said about statesmanship and culture, it remains true, as Bulwer Lytton put it, that 10,000 English soldiers, not one of whom perhaps could repeat a line from

<sup>1</sup> This opinion was shared by the Duke of Wellington, who wrote, in 1803, "I think it is much to be doubted if the power of the Mahratta nation would not have been more formidable, at least to the British Government, if they had never had a European, or an infantry soldier, in their service, and had carried on their operations, in the manner of the original Mahrattas, only by means of cavalry. I have no doubt whatever that the military spirit of the nation has been destroyed by their establishment of infantry and artillery,—possibly, indeed, by other causes."

any English author, might overturn the empire of China to-day as they overturned the empires of Mogul and Mahratta. <sup>1</sup>

Since 1820 Aden and Scinde have been added to the territories subject to the Government of Bombay.

#### Aden.

The following brief accounts of these latest acquisitions are taken from the Bombay Administration Report for 1872-73 : - " The first political intercourse with the Arab chiefs of Aden took place in 1799, when the detachment sent with the view of occupying the island of Perim was, for some time, received at Aden by the Sultan of Lahej. Relations with this chief continued friendly till, in 1837, the plunder, by the Arabs, of a shipwrecked crew called for satisfaction; and, as the demands of Government were evaded, Aden was bombarded and taken in 1839. His attempts to regain possession proving unsuccessful, the Sultan of Lahej in 1843 sued for peace. An agreement was then drawn up, and afterwards, in 1849, renewed in the form of a treaty of peace, friendship, and commerce. Of late years the progress of Turkish power in

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<sup>1</sup> " The English soldiers are the main foundation of the British power in Asia. They are a body with habits, manners, and qualities, peculiar to them in the East Indies. Bravery is the characteristic of the British army in all quarters of the world; but no other quarter has afforded such striking examples of the existence of this quality in the soldiers as the East Indies. An instance of their misbehavior in the field has never been known; and particularly those, who have been for some time in that country, cannot be ordered upon any service, however dangerous or arduous, that they will not effect, not only with bravery, but a degree of skill not often witnessed in persons of their description in other parts of the world. I attribute these qualities, which are peculiar to them in the East Indies, to the distinctness of their class in that country from all others existing in it. They feel that they are a distinct and superior class to the rest of the world which surrounds them; and their actions correspond with their high notions of their own superiority. Add to these qualities that their bodies are inured to climate, hardship, and fatigue, by long residence, habit, and exercise, to such a degree, that I have seen them for years to other in the field without suffering any material sickness; that I have made them march 80 miles in 30 hours, and afterwards engage the enemy; and it will not be surprising that they should be respected, as they are, throughout India. Their weaknesses and vices, however repugnant to the feelings and prejudices of the natives, are passed over in the contemplation of their excellent qualities as soldiers, of which no nation has hitherto given such extraordinary instances. These qualities are the foundation of the British strength in Asia, and of that opinion by which it is generally supposed that the British empire has been gained and upheld. These qualities show in what manner nations, consisting of millions, are governed by 30,000 strangers." *Memorandum by Duke of Wellington, dated 1805. (Wellington Despatches, Vol. II.)*

Southern Arabia has caused some uneasiness among the chiefs in the neighbourhood of Aden, but their relations with the British Government continue on the most friendly footing."

"The Government of the province of Scinde was, shortly after the commencement of the present century, assumed by four brothers, members of the Talpoor family, who, with the title of Ameers, held the country under a military despotism. The progress of British power in Northern India was accompanied by certain complications with the Government of Scinde, and considerable ill-feeling was created between the British Government and the Ameers. But while the questions in dispute were still under negotiation, peace was broken by an attack of the Ameers' troops on the dwelling of Major Outram, the British representative. Recourse to arms could no longer be avoided, and after a brief, though well-contested, campaign the province was, in 1843, conquered by Sir C. Napier, and became part of the British Empire."

Although Bombay provides the garrison of Aden, the direct political management is now in the hands of the Secretary of State for India in Council and the Viceroy of India. The same remark applies to the province of Scinde, which was placed under Bombay, in the first instance, on account of the convenience of access to Kurrachee by sea from this port, but which politically is closely connected with the Punjab and will probably be united with that province when the Indus Valley Railway is completed. The whole of the independent political jurisdiction which Bombay formerly exercised over the Arab states of the Persian Gulf and Zanzibar, has, in like manner, since the electric telegraph made centralisation easy, been transferred to the Government of India; and during the present year (1875) the control of the great native State of Baroda in Guzerat has been taken from the Government of Bombay and entrusted to an agent of the Viceroy.

**Restriction of the Bombay Government's Political Authority.**

The Bombay army and marine may be said during the last fifty years to have been engaged only in foreign wars. The Marine captured Aden, and did good service in the China war of 1841-42, the second Burmese war (1852), and the Persian war of 1856-57, the great event of which last war was the successful bombardment by the ships of the Indian Navy under Captain Young, C.B. The army supplied the native regiments, the 1st Grenadiers, the 12th N. I., the 25th N. I., the Scinde Horse, and the Poona Horse, which fought under Sir Charles Napier at Meeanee. A Bombay column advanced through the Bolan Pass to Candabar and Ghuznee and to Kelat in 1838, and participated in the glories without incurring any of the disgrace of the Afghan war. At the successful siege of Mooltan, in 1848-49, the Company's 1st Bombay Fusiliers, familiarly known as the "Old Toughs," and now H. M.'s 103rd Regiment, particularly distinguished themselves. A Bombay general, the brave and chivalrous Outram, commanded the Persian Expedition of 1856, and the native cavalry and infantry of the force were almost wholly supplied by Bombay.

The Bombay sepoy, notwithstanding the unfavourable opinion the Duke of Wellington had of him, has always been remarkable for his readiness to serve abroad, in China or elsewhere;<sup>1</sup> and the Marine Battalion, in particular, has distinguished itself in many engagements both at sea and on land, from Aden and Magdala to Rangoon and Canton.

#### 1857 in Bombay.

The army generally remained faithful in 1857, but it was found necessary to disband two regiments of native infantry, and by the order of Lord Elphinstone a native officer of the Marine Battalion and a private of the 10th N. I., whom the Commissioner of Police, Mr. Forjett, detected plotting treason, were blown away from guns on the Esplanade. The whole Mahratta country was in a state of great excite-

<sup>1</sup> Sir William Napier, echoing of course his brother's words, speaks of "the swarthy sepoys of Bombay" as "small men and generally of low caste, but hardy, brave, and willing; as good in fire, and more docile out of it, than the soldiers of the higher castes, having fewer prejudices, and less pride."

ment during 1857-58; and, if any rebel force had succeeded in crossing the Nerbudda and penetrating into the Deccan, no doubt many malcontents would have joined them. But this danger was averted, and the Government of Bombay could afford to denude this city of European troops and to despatch from Poona the Central India Field Force under Sir Hugh Rose (Lord Strathnairn), which in a brilliant campaign marched across India to Agra, defeating the rebels in five battles, and capturing the strong forts of Jhansie and Gwalior, and more than 100 guns. Of late years, the most important military service Bombay has rendered has been in the equipment of the expedition that invaded Abyssinia.

Mr. Mountstuart Elphinstone was appointed Governor of Bombay on the 1st of November 1819; and from that date the city may be regarded as the capital of a vast and really imperial domain in which the highest administrative genius was required to repair the damages caused by centuries of desultory warfare. Fortunately for Bombay, she found a good man in Mr. Elphinstone. This statesman put his whole mind to improving the condition of the country by creating new facilities for trade, making the land tax, the chief source of revenue, moderate and uniform, and educating the people.

**Bishop Heber on Mr. Mountstuart Elphinstone's administration of Bombay (1820-27).**

Writing at Bombay in 1825, Bishop Heber says:—"On this side of India there is really more zeal and liberality

displayed in the improvement of the country, the construction of roads and public buildings, the conciliation of the natives and their education, than I have yet seen in Bengal." And again:—"His policy, so far as India is concerned, appeared to me peculiarly wise and liberal, and he is evidently attached to, and thinks well of, the country and its inhabitants. His public measures, in their general tendency, evince a steady wish to improve their present condition. No Government in India pays so much attention to schools and

public institutions for education. In none are the taxes lighter, and in the administration of justice to the natives in their own languages, in the establishment of punchayets, in the degree in which he employs the natives in official situations, and the countenance and familiarity he extends to all the natives of rank who approach him, he seems to have reduced to practice almost all the reforms which had struck me as most required in the system of government pursued in those provinces of our Eastern empire which I had previously visited." To show the march of improvement as regards the opening of communications between Bombay and the interior of the country, let us note what was the Bishop's experience in travelling from Bombay to

Poona. Up to within the last twenty years the starting-point for the land journey to Poona was Panwell on the

**A Journey from Bombay to Poona fifty years ago.**

opposite side of Bombay harbour, about four hours' sail from Bombay. A glance at the map of India will show that this route forms the chord of the arc now described by the railway from Bombay to the foot of the great Bhore Ghaut, the principal pass by which travellers ascend the western or Syhadree range of mountains, which, at a distance of 30 to 60 miles from the coast, form a great wall supporting at a height of 2,000 feet the tableland of the Deccan and dividing it from the Concan or low country. From Panwell to Campoollee at the foot of the Ghaut is only 30 miles, while by the circuitous route the railway takes through Salsette and past Callian, the distance from Bombay is more than 60 miles. The project has, in fact, recently been revived of constructing a short branch of the railway from Panwell to Campoollee, and so enabling ships to load and discharge cargo on the other side of the harbour. Bishop Heber found the river of Panwell much choked with rocks, and landed in a small canoe at a "pretty good stone pier, beyond which we found a small-sized country town, with a pagoda, a handsome tomb of a Mussulman saint, and a pretty quiet view of surrounding hills and woods." There were two taverns, one kept by a Portuguese, the other by a Parsee. The latter served up at

short notice a dinner "at least as well got up, as cleanly, and as good, as could have been expected at a country inn in England." The Bishop was carried in a palanquin twelve miles to Chowkee, whence, "after some delay and difficulty in fording rivers" (the journey was made during the rainy season), he went on to Campoollee, "a pretty village, with a fine tank and temple of Mahadeo, built by the celebrated Mahratta minister Nana Furnavese." It was a four hours' stage from Chowkee to Campoollee. "The road all the way was excellent"—the lesson learnt during Goddard's campaign in this part of the country having been taken to heart—"made at a great expense, more than sufficiently wide, and well raised above the low swampy level of the Concan. From Campoollee, though it was still

#### The Bhore Ghaut Road.

raining, I walked up the Bhore Ghaut, 4½ miles, to Khandalla, the road still broad and good but in ascent very steep, so much so, indeed, that a loaded carriage, or even a palanquin with anybody in it, can with great difficulty be forced along it. In fact, every one walks or rides up the hills, and all merchandize is conveyed on bullocks or horses. The ascent might, I think, have been rendered by an able engineer much more easy. But to have carried a road over these hills at all, considering how short a time they have been in our power, is highly creditable to the Bombay Government." This road was made by Mr. Elphinstone's orders, what General Wellesley had done here in 1803 having been designedly undone by the Peshwa. Colonel Fitzclarence, who travelled overland with despatches from the Governor General in 1818, mentions that, when he reached Khandalla, "the post at the top was entrenched, a large working party being at this time employed to make the road passable for guns. The road has been made well about half-way down, but is even now very steep." Sir John Malcolm, Mr. Elphinstone's successor,

**Sir J. Malcolm opens a carriage road up the Ghaut (1830).**

considered it the noblest achievement of his three years' rule in Bombay that he finished the work of making a good road up the Ghaut. "On the 10th of November, 1830," he wrote, "I opened the Bhore Ghaut, which, though not quite completed,



was sufficiently advanced to enable me to drive down with a party of gentlemen in several carriages. It is impossible for me to give a correct idea of this splendid work, which may be said to break down the wall between the Concan and the Deccan. It will give facility to commerce, be the greatest of conveniences to troops and travellers, and lessen the expense of European and other articles to all who reside in the Deccan. This road will positively prove a creation of revenue." Thirty-three years afterwards another Governor of Bombay, Sir Bartle Frere, at the opening of the Bhore Ghaut Railway incline, which reaches by one long lift of  $15\frac{1}{2}$  miles the height of 1832 feet, recalled Sir John Malcolm's words, and said,

"When I first saw the Ghaut some years later, we were very proud in Bombay of our mail cart to Poona, the

**The Bhore Ghaut Railway Incline opened (1863).** first, and, at that time, I believe, the only one running in India; but it was some years later before the road was generally used for wheeled carriages. I remember that we met hardly a single cart between Khandalla and Poona; long droves of pack bullocks had still exclusive possession of the road, and probably more carts now pass up and down the Ghaut in a week than were then to be seen on it in a whole year. But the days of mail cart and bullock cart, as well as the brinjaree pack bullocks, are now drawing to a close." The pack bullocks, however, still (1875) continue to do a thriving business in spite of the competition of the railway. Probably the reason of this is that for all the traffic between the Deccan and the coast districts to the south of Bombay harbour, the old road down the Ghaut is more convenient than the new railway, and that, with the exception of the Panwell road, there are still no roads in the Concan south of Bombay for wheeled carriages.

But to return to Bishop Heber, whom we left at Khandalla, where Mr. Elphinstone had "a small house on a knoll above the waterfall, where he passed a part of each cold (hot ?) season." From Khandalla, where he was supplied with an armed escort, to Poona, "the road just finished by Government is excellent." Poona seemed to him a mean city, and the church, though spacious and convenient,

"in bad architectural taste, and made still uglier, externally, by being covered with dingy blue-wash picked out with white." On the return journey to Bombay, the Bishop and Dr. Barnes left Poona in pаланquins, "except that I rode through the city, and for a few miles on our road till the sun grew too hot. We passed the river by a deep ford immediately beyond the town, we ourselves in a boat, and the horses swam over." They slept at Khandalla, where it rained incessantly, and where the Bishop, "while passing through a low doorway, felt something unusual on my shoulder, and on turning my face round saw the head of a snake pointed towards my cheek. I shook him off, and he was killed by a servant. I rode down the Ghauts, the scenery of which I thought even more beautiful than I did when I ascended. The foliage struck me more, and I was particularly pleased with a species of palm resembling the sago-tree, whose branches have at some distance something of the air of a weeping-willow; but it has also a splendid ornament in a pendent cluster of what I suppose to be seed-vessels, hanging like an enormous ear of corn, among the boughs. All the torrents, most of which had been dry when I passed before, were now full, and every chasm in the steep side of the mountains offered the prospect of a cascade. I saw ten at one view." On reaching Panwell, the Bishop found the tide would not serve for a boat to Bombay, and he had a stormy passage, and got wet through and through, in making for Tanna. Such were the inconveniences of travelling in Western India in 1825, even on the best made road in the country. A journey to Poona (100 miles) thirty years afterwards, still occupied at the least twenty-four hours, and cost £6.

Western India took the lead in introducing railways into this country. The Great Indian Peninsula Railway, to which Sir B. Frere offered the motto *Primus in Indis*, was projected in 1844. The first turf was turned by Mr. Willoughby at Bombay in 1850, and the first 20 miles to Tanna were opened in 1853, when Lord Elphinstone was Governor. From Callian,

The Great Indian Peninsula  
Railway Line to Tanna opened  
(April 1853).

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33 miles from Bombay, the line divides itself into two branches, one of which, extending towards the south-east, ascends to the Deccan by the Bhore Ghaut incline, and, passing through Poona and Sholapore, is now completed by a junction with the Madras Railway as far as Madras; while the other, or north-eastern branch, reaches the Deccan by the Thull Ghaut incline, and is carried as far as Jubbulpore, whence the East Indian Railway takes the traveller on to Allahabad and Calcutta. The Bhore and Thull Ghaut inclines, both splendid specimens of engineering skill, were opened, the former in 1863, and the latter in 1865; through communication with Calcutta was established in 1870, and with Madras in 1871. The Nagpore section of the north-eastern line, which brings the Central Provinces into close connexion with Bombay, was opened in sections from 1863, and completed to Nagpore on 20th February 1867, and the Hyderabad (Deccan) branch, on the south-eastern line, in October 1874. A branch from Khundwa to Indore is now under construction and will soon be completed. Altogether, the Great Indian Peninsula Railway has now 1,286 miles of line open. Communications in

The Bombay, Baroda and Central India Railway.

Guzerat used to be worse than in the Concan and Deccan, for there were no made roads at all in that province.

This did not so much matter in the fair season, when the whole country, which is level and free from stones, and in which the rivers are easily fordable, except during the rains, might be regarded as one road, and when, besides, the communication by sea was open; but for three or four months every year the inhabitants of Guzerat were denied all means of access to Bombay, and many a luckless European in Kattywar or at Ahmedabad or Baroda has died of sickness that might have been easily cured if he had been able, in the rainy season, to get away to another climate. The Bombay and Baroda Railway has changed all that. The first section of this line, from Amrolee to Unclesur, was opened in 1860; the section from Broach to Baroda in 1861; the section thence to Ahmedabad in 1863; and in 1864 the line, which the Company had been

forced by the Government to begin work upon at a distance from its base of operations, was completed southwards as far as Bombay. The line now extends to beyond Ahmedabad, a distance of 430 miles, and some day or other it is to be continued through Rajpootana to Ajmere, whence there is already a narrow-gauge railway open to Agra and Delhi. The extension of this line from Ahmedabad to Ajmere, 300 miles of easy country, has been frequently recommended by the Government of Bombay and by the representatives of the mercantile community of Western India. It would be by much the shortest line to the port of Bombay for a population of at least twenty millions in Central and Northern India, and it would be the most direct also for communication between the northern frontier and the port which, in the event of war, must be the basis for military operations by the British power. Such considerations alone would in any other country, not absolutely bankrupt or without money, have insured the early construction of the line; but the Government of India, legislating from Simla or Calcutta, seems till lately to have forgotten that Bombay is a port and the most valuable port of the empire. From the north of Ahmedabad a line to Scinde has also been projected. For purposes of administration such a line would be of much value to Government, and in time to come it may form part of a real overland route to England. The Bombay and Baroda line has probably had as serious difficulties of construction to contend against as the G. I. P. Railway, for it crosses many broad rivers on costly bridges. It has, too, the disadvantage of running parallel to and within a short distance of the sea coast, so that it is exposed to the competition of cheap sea-carriage. But on the other hand, it runs for at least half its distance through the cotton country of Guzerat, containing the most fertile and thickly populated districts in Western India; and it enjoys, therefore, a profitable local traffic such as the other line, running for the most part through a poor country, can never hope to acquire. All classes of the natives, however, appreciate justly the great boon of railway travelling, and the dismal prophecies of men who foretold that no native of good

caste would ever defile himself by entering a railway carriage, have been agreeably refuted by experience.

Bombay is now, therefore, the central terminus of a series of arterial railways radiating in various directions across the continent of India; and the improvement of her communications by sea has

kept pace with the progress on land, for from this port regular lines of steamers now traverse the seas to all parts of Europe and the East. The principal line is, of course, the weekly mail service between Bombay and England by what is known as the overland route. It is the custom to speak of the route through Egypt as if it had been forgotten or neglected for centuries till Waghorn re-discovered it forty years ago. But while the commercial superiority of the route round the Cape of Good Hope for ships carrying cargo was incontestable till the opening of the Suez Canal allowed goods to be carried through Egypt without transshipment from Liverpool or London to Bombay, the English in India at an early period turned their attention to the desirability of opening speedy communication with England by way of Egypt or Turkey in Asia. Carsten Niebuhr, who visited Bombay in 1763, coming down from Mocha in an Arab ship, with the aid of the monsoon, in nineteen days, gives a very interesting account of the enterprise of the English in opening the Red Sea route. At

Courier Service by way of  
Suez 100 years ago.

Jedda, he says, the English enjoyed the privilege of paying lower duties than any other nation. "Since the extension of their conquests in India they have engrossed almost the whole of the trade of the Red Sea; so that, few ships from other nations now resorting to Jedda, the customs of that city have considerably declined. The Turks and Arabs, not daring to raise those duties, in violation of the tenour of their treaties with the English, contrived to make the purchaser of goods imported by ships from Bombay pay a second duty. This falling ultimately upon the English merchants, the Company complained, but could get no

redress. They then threatened to forsake the harbour of Jedda, and to send their ships straight to Suez. The Turks and Arabs, considering the navigation of the Arabian Gulf as the most dangerous in the world, paid no attention to these menaces. At last, Mr. Holford, an able seaman, determined to accomplish them. To this end, it was necessary to obtain the consent of the regency of Cairo and assurance of good treatment at Suez. Ali Bey, who was then master of Egypt, giving himself no concern about the interest of the Pacha of Jedda, or the Sheriff of Mecca, offered the English the most advantageous conditions; hoping to derive great profit from the English trade running in this new channel. Since Mr. Holford, in 1773, made a successful voyage up the Arabic Gulf, and conducted the first English ships straight

to Suez, several vessels have every year sailed from India for this port. In 1776 five of those English ships entered the harbour of Suez. *The passage has been found so short and convenient that the regency of Bombay now send their couriers by the way of Suez to England.* In this way, they receive answers to their despatches, within the same length of time (five months) which was formerly consumed in the conveyance of their packets to London." The East India Company, however, did not encourage this diversion of trade from the route round the Cape, as they found it made Indian merchandise alarmingly cheap in the Levant<sup>1</sup>; and the Overland Courier service was embarrassed by the instability of the Egyptian

Government. Overland despatches were, however, sent regularly through Egypt during the French war, the time occupied in the transit being about three months; and the more intimate knowledge the English gained of this route through the expeditions to Egypt, and the rise of Mehemet Ali, who

**Overland Communication during the French war.**

<sup>1</sup> They even had the selfishness to get a clause inserted in their charter of 1793, providing that "no person shall send East India goods to Europe by way of Suez in Egypt."

gave that country, for the first time for centuries, a stable government, prepared the way for the great change which, with the aid of steam navigation, has since been accomplished. In 1818, Colonel Fitzclarence, with despatches from the Governor-General announcing the peace with Scindia, embarked at Bombay in the *Mercury*, a Bombay Marine ship of 180 tons burden, on the 9th of February, and did not land at Cosseir, on the Red Sea, till the 26th of March. From Cosseir he struck across to the Nile, and travelled down the river to Cairo and Alexandria, the country being everywhere perfectly quiet. This was, however, too fatiguing a journey to be undertaken by ordinary travellers ; and we believe that Mr. (Sir Bartle) Frere was the first Anglo-Indian civilian who came out through Egypt to take up his appointment in this country. Mr. Frere joined the service in 1833. He came down the Red Sea and across the Indian Ocean in an Arab dhow, and when he landed in Bombay he was so damaged in appearance by the voyage that he was at first looked upon as an impostor. So early, however, as 1830 a project had been started

**Sir John Malcolm on Steam Navigation in the Red Sea and Mediterranean (1830).**

for regular communication with England by steamers navigating the Red Sea and the Mediterranean.<sup>1</sup> Sir John Malcolm wrote on April 30, 1830 :—

“ I do hope this steam navigation will be pushed through. It will make a revolution in many things to great advantage. Though I cannot understand that a scheme upon the scale Mr. T—— proposes will answer at present, one of a more moderate nature could not fail ; and I must think that individual enterprise will do more in such a case than Government ever can. But should the jealousy of your Post Office in England regarding the Mediterranean, or the desire to keep the Red Sea navigation under our own control, lay a cold hand upon the projects of individuals, let us be supported in our efforts to maintain this intercourse in an efficient manner.” The Bombay government, however, apparently did not agree with its chief as

<sup>1</sup> Waghorn left London to explore the overland route on Oct. 28, 1829. He travelled by way of Trieste to Alexandria, and thence by Cosseir and Jeddah to Bombay, making the voyage in 46 days.

to the value of the overland route ; for, in reply to a letter from Waghorn asking for official support, Mr. Secretary Willoughby wrote, on April 15, 1830, that "the government did not look to similar advantages from his success as the other presidencies." No more curious instance could be given of the want of prescience born of a narrow-minded officialism ; for the opening of the overland route has made Bombay the principal city in India. It was not

till the year 1838 that a regular monthly communication between Bombay and England by the overland route was

#### Monthly Overland Mail Service.

established. The mail was carried by the steamers of the Indian Navy between Bombay and Suez ; but their further conveyance, beyond Suez, seems to have been often a matter of great uncertainty. In 1838, we find the Bombay Chamber of Commerce recording an explanation by Mr. Waghorn of the cause of delay in the transmission to Bombay of the portion of the June mail addressed to his care, and suggesting that the commanders of the Company's vessels should be instructed to "wait a few hours at Suez, after the receipt of packets, whenever it may be ascertained that others are on their way, and may, within a short time, be expected at that place." There was great anxiety at the same time as to whether a steamer would be available for the despatch of the November mail from Bombay ; and it was proposed to "secure a sailing vessel of known good qualities ;" but luckily the *Hugh Lindsay* was re-fitted in time, some steam engineers having arrived from England. On getting to

#### Early Difficulties of Transit through Egypt.

Suez, the mails and passengers had fresh difficulties to encounter. Mr. Waghorn, writing from Alexandria in December 1839, to the Steam Committees of Bengal, Madras and Bombay, urges them to subscribe enough money to pay for two iron tug steamers and accommodation boats on the Nile, so as to save three days in the transit through Egypt. Mr. Waghorn at that time had only a track boat on the Nile, and from Cairo to Suez vans were used in crossing the desert. The English steamers in the Mediterranean only went as



far as Malta, and then proceeded to Falmouth; and it took much time to arrange a regular correspondence with the French steamers running between Malta and Marseilles. For several years, too, the

**Monsoon Mails sent via Persian Gulf (1838-40).**

monsoon mails were sent by way of the Persian Gulf. The Bombay Chamber of Commerce, in 1840, spoke of

the arrangements for transmitting the mail *via* the Euphrates as having been successfully acted on in the previous year, and asked the Government to provide a steamer for the special purpose of carrying the mail from Beyrout to Malta. The monthly mail service to Bombay was carried on by the Indian Navy ships till 1855, when it had reached "a state of inefficiency and disorganisation calling loudly for reform," and when, to the relief of travellers, with whom these ships were most unpopular, and of the officers of the Indian Navy, who disliked having passengers on board, the Peninsular and Oriental Company entered into a contract

**P. and O. Company takes up the Mail Service to Bombay (1855).**

for the carriage of the mails between Bombay and Aden twice a month, in connection with their Calcutta and Mediterranean service. The

agitation for an effective weekly mail service was begun in 1857; but not till March 6, 1868, was it determined to make Bombay the

**Weekly Mail Service (1868).**

port of arrival and departure for all the English mails. The claims of

Bombay to be regarded as the imperial port of India had by that time become too strong to be disregarded for the sake of local interests; and now, since the opening of the Suez Canal in November 1869, we have not only the P. and O. steamers running here, but the transports conveying the annual reliefs to

**British Indian Mail Service.**

India, and a number of independent lines of passenger steamers, including

the Austrian Lloyd's, the Rubattino, the Anchor Line, and the Hall Line. The British India Company, too, now have a contract with the Indian Government for carrying mails from Bombay to all the other large ports of India. Finally, to complete our record

of what has been done to improve communication between Bombay and the rest of the world, we should mention that a direct submarine cable was laid down from Suez to Bombay in 1870, in connection with the cable from Falmouth to Gibraltar. A cable had been previously laid down in 1860, but it became useless after one or two messages had been transmitted through it. Telegraphic communication between Kurrachee and England by a Persian Gulf cable had, however, been successfully established in 1865.

After the conquest of the Deccan Mr. Elphinstone tried, as we have said, to improve the condition of the cultivators of the soil, who had been placed by the Peshwa's Govern-

**The Assessment of the Land  
Tax. The Revenue Survey.**

ment at the mercy of unscrupulous farmers of the revenue. Large remissions of revenue were made to the encouragement of speculation, and "nothing could be worse," says Sir Bartle Frere, "than the state of the country as regarded the levy of the land assessment when the first attempts at survey were made. The first surveys were intended to be extremely minute," and in the assessment the principle was adopted of taking a fixed share of the net produce as the revenue of Government. "But it was found in practice" (we again quote Sir B. Frere's evidence before the Finance Committee of the House of Commons) "that this was entirely a misleading and impossible mode of assessing the revenue; and after a good deal of money had been spent upon this kind of survey, the Government was obliged to revert to something like the old system about the time that I went out to India, in 1834. This had led to terrible oppression in one or two villages—oppression so serious as to attract the attention of Sir Robert Grant, the then Governor of Bombay, to it—and he sent Mr. Goldsmid, to whom I was attached as assistant, and Captain Shortreed, to report upon the system; and the result of their report was an order for a survey and an assessment upon a different system, which was entrusted to Lieutenant (now Sir George) Wingate." This survey was begun in 1835-36. It was based on the principle of dividing the soil into

different classes, and fixing the assessment according to their relative degrees of fertility, and then concluding a settlement for thirty years with the recognized owner of each "field" or farm. The right of renewing the lease after a re-assessment of his field was also conceded to the owner. This system, which has since been introduced all over the Bombay Presidency, worked exceedingly well at first in the Deccan. Wingate and his colleagues were capable men, and they considered it to be to the interest of the State to make its demand for revenue as light as possible. The result was, that the net revenue quickly increased, owing to the extension of cultivation and the ease with which the full demand could be paid; and the Deccan for many years prospered exceedingly. Within the last ten years, however, the thirty years' leases have begun to fall in; and, new men being at the head of the Revenue Survey Department, a policy of moderation has been succeeded by one of extreme harshness in the re-assessment of the revenue. The value of land has been calculated by reference to the prices of years in which the influence of the American war was still powerful; and so much discontent exists in the agricultural districts, owing to these heavy re-assessments, that the Government of Bombay is now trying to undo the mischief by again lowering its demand to something less than an addition of 50 per cent. to the old assessment. This state of things shows the bad side of the high-pressure system of public improvements. There can be no doubt that the public works carried out in the Bombay Presidency have been for the most part of benefit to the country; but what has been done has only shown the need for doing more in an empire which 40 years ago was roadless and bridgeless; and then money falls short, and zealous Government officials resort to any available means of raising it, regardless of the discontent they provoke.

What has been done for education is sufficiently explained by the

#### Education.

fact that since Mr. Elphinstone pointed to his supplies of school-books, and

remarked that they would show the English "the road home," but

that nevertheless it was the duty of the Government not to withhold instruction from the people, a university to which 6 colleges are affiliated, 19 high schools, and 3,598 other schools, attended by 190,000 scholars, have been established in Bombay. Nowhere in the world probably can a high-class education be obtained at so little cost, thanks to the aid given by the State ; and the results of this indiscriminate instruction of young men whose ambition, after they have left college, the State cannot afford to gratify, and who consequently love to play the rôle of demagogues in the free vernacular press, has already given considerable uneasiness to the English rulers of India.

We have wandered far afield, beyond the precincts of this little island, in sketching the imperial progress of Bombay ; and we will now retrace our steps, and conclude

**Some Glimpses of old Bombay.**

this section of our work by tacking together a few scattered notices of life in Bombay during the last hundred years or so. Niebuhr, in 1763, found the city a very different place from what it must have been, according to Fryer's description, in the previous century. "The sea

**Niebuhr's description of the City (1763).**

breezes," he says "and the frequent rains, cool the atmosphere, and render the climate of this island temperate. Its air was formerly unhealthy and dangerous, but has

**Pleasant change in the Climate since English Occupation.**

become pure since the English drained the marshes, in the city and its environs. Still, however, many Europeans die suddenly here ; but they are new-comers, who shorten their days by a mode of life unsuitable to the climate ; eating great quantities

**Why so many Europeans died in Bombay.**

of beef and pork, which the Indian Legislature had wisely forbidden, and drinking copiously of the strong wines of Portugal in the hottest season." Niebuhr had perhaps heard the Irishman's criticism, "They eat and they drink, and they drink and they eat, till they die ; and then they write home and say it's the climate that's killed them."

The taste, if not the habits, of the English had evidently improved since Fryer's time, when the early settlers used to meet together to drink arrack in the monsoon, having nothing else to do. Old port may not be the most suitable drink for an Indian climate; but it is at all events better than country arrack. Another matter Niebuhr objected to was that the "English likewise persist obstinately in wearing the European dress, which by its ligatures impedes the free circulation of the blood, and by confining the limbs renders the heat more intolerable."

Two basins had been "hewn out in the rock, in which two ships may be at once careened. A third is now preparing. This work, which is very expensive, likewise brings in a considerable annual

#### The Docks.

return. Strangers pay very dear for liberty to careen in these basins. While I was there I saw a ship of war belonging to the Imam of Sana, which he had sent to Bombay, solely on purpose that it might be re-fitted." All religions were indulged in the free exercise of

#### All Religions tolerated.

their public worship, "not only in their churches, but openly, in festivals and processions, and none takes offence at another. Yet Government allows not the Catholic priests to give loose to their zeal for making proselytes. When any person chooses to become Catholic, the reasons must be laid before Government, and if they are judged valid, he is then allowed to profess his conversion. The priests have considerable success in conversions among the slaves, who, being struck with the pomp of the Romish worship, and proud of wearing the image of a saint upon their breasts, choose rather to frequent the Catholic churches than any others, and persuade their countrymen, as they successively arise, to follow their example." The religious toleration practised had made the place "very populous."

#### Slave Market at Bombay.

Slaves from Africa seem to have been then bought and sold freely at Bombay, for Niebuhr purchased a young Catholic negro, but gave him away before leaving India, for fear the Mussulmans

in Persia and Turkey might accuse him of carrying off a Mahomedan

boy. Only the English were allowed

**The Bombay Army, 1763.** to trade ; but strangers, chiefly Germans and Swiss, were admitted into the military service, and got on rapidly, "for their mode of life cuts off the officers very fast." The troops were well paid, but were despised by the civilians, who "look upon the soldiers with that contempt which moneyed men commonly think themselves entitled to show for persons who are in their pay"—a remark as true to human nature now as it was a century ago. There were seventeen companies of regular troops, of 120 men each, mostly Europeans, "except some Topazes, or Catholic Indians dressed in the European fashion;" and 3,000 sepoy, with an inferior European officer to command each company. At Surat, the Company maintained a small corps of Arabs from the Persian Gulf. The Arabs were "in such high reputation in India for their courage that every raja desires to have some in his service." The artillery at Bombay, consisting of three companies, was in very good condition, "owing to the care of a Swede, whom the English sent out in 1752, and who brought with him a company of gunners whom he had raised in Germany. Bombay was thus furnished with a good number of able workmen, chiefly masons and carpenters. These Germans likewise engaged many of their countrymen to leave the Dutch, and enter the English service."

James Forbes, the author of the "Oriental Memoirs," arrived in

Bombay in 1766 as a writer in

**Forbes's account of Bombay** the Company's service and remained  
—1766 to 1784.

18 years in India. The establish-

ment, he says, was then "on a smaller scale than at present"—his book was not finished till 1812—"especially in the military and revenue departments; the latter was always inadequate to the expenses." He, too, speaks of the climate as healthy and pleasant. "The English houses at Bombay, though neither so large nor so elegant as those at Calcutta and Madras, were comfortable and well furnished; they were built in the European style of

architecture, as much as the climate would admit of, but lost something of that appearance by the addition of verandas or covered piazzas to shade those apartments most exposed to the sun. When illuminated and filled with social parties in the evening, these verandas gave the town a very cheerful appearance : but since I left India, the town houses have been almost deserted by the English, who reside entirely at their country villas ; the gentlemen only go to the Fort in the morning to transact their business ; devoting the evening to domestic pleasure and convivial meetings at their garden-houses. The large bazaar or the street in the black town within the fortress, contained many good Asiatic houses, and shops stored with merchandize from all parts of the world for the Europeans and natives. These shops were generally kept by the Indians, especially the Parsees ; who, after paying the established import customs, were exempted from other duties." "As far as the climate permits, the English fashion in houses, equipage, and dress, is generally adopted : very few ladies or gentlemen kept European servants ; the former were better served by young female Malabars, trained by themselves ; and by negro or Malabar boys, who were our favourite personal attendants ; while the upper servants were usually Mahomedans and Parsees. Our clerks and writers were mostly Hindoos, who, from being liable to so many religious and ceremonial pollutions, were seldom domestic servants." At the present day, hardly any Europeans have Parsees as domestic servants, and not many Mahomedans ; there being no difficulty now in obtaining the services of Hindoos (mostly Soortees) for a'most any kind of house work. It is curious that Forbes makes no mention of the employment, now so common of Indo-Portuguese, as butlers and cooks. In speaking of the habits and manners of the English inhabitants, Forbes says :—"When I arrived there, most things were on a pleasant medium between the evils of Fryer's period, and the present refined and luxurious mode of living ; comfort, hospitality, and urbanity, then characterized the settlement." There is a note of regret struck here ; and elsewhere he quotes with evident approbation a letter, dated 1784, from a "very discerning friend" in this city, who wrote to him (Mr. Forbes himself was then at Broach) :—"I know your partiality for Bombay, but in my opinion it is no longer the same place. I allow that the little Presidency has become very gay and lively, and I have passed a few weeks here with much satisfaction ; but at all the pleasures and entertainments, I could not prevent the thought from obtruding

itself, that the high polish had debased the material, and you, too, plainly see all the more valuable ties of friendship and affection sacrificed to an ostentatious vanity which awkwardly endeavours to assume their semblance." On returning to Bombay the same year, Mr. Forbes "observed a great variation in the society and manners at Bombay. A constant fluctuation by the removal of the civil and military servants from one settlement to another, the influx of strangers in a large seaport town, with other local circumstances, always occasioned some change in society; but whether from an extension of the military establishment, a considerable increase in the female circle from Europe, or from what other cause I know not, there was a material alteration in the English character of the Presidency. Etiquette, ostentation, and formality had too generally supplanted the urbanity, friendship, and conviviality so delightful in former times." Mr. Forbes evidently mourned over the merry meetings and the friends of his youth. What would he have said had he lived to witness the stately stiffness of social manners in modern Bombay, where hospitality is an extinct virtue? The Anglo-Indians here have become in dress and love of formality more English than the English themselves; even the white jacket, in which men used to sit at ease at Bombay dinner tables up to about fifteen years ago, being now rigidly banished from society, and the English dress-coat substituted for it. The price of provisions had nearly doubled in ten years, owing, says Mr. Forbes, to the constant increase of the population; and he complains of the badness of the times for the civil servants, who were now disposed to envy the chances in war of the military.

Bishop Heber says little about the mode of life in Bombay, though his delightful "Narrative" contains what is even now the best account extant of the town and the places of interest in its neighbourhood. We shall draw largely upon it in the chapter which we have specially devoted to a description of new Bombay—and to which also belongs the history of the improvements made in Bombay during the last ten or twelve years. From the close of Mr. Elphinstone's administration (1827) to the commencement of Sir Bartle Frere's (1862), there is little to be said concerning Bombay beyond what has been already recorded. Sir John Malcolm, about whose rule there are some queer traditions current, was a voluminous writer, and must, we should think, have left some interesting private correspondence throwing light on the society and manners of the place; but it is beneath the dignity of his biographer, Mr. Kaye, to notice such trifles, and all we can glean from his book is that Sir John passed most of his time in



quarrelling with the judges,<sup>1</sup> though he did two good things—he made the Bhore Ghaut Road and invented Mahableshwur.

<sup>1</sup> The feud between the Company's servants and the representatives of English law in Bombay was of ancient standing. The Court of Directors in 1670-71 sanctioned the introduction by Governor Aungier of trial by jury into the courts of justice, agreeably to English law, but "declined engaging a judge versed in civil law, being apprehensive that such a person might be disposed to promote litigation, and probably might not obey the orders which the president and council might find it for the interest of the court to give him." In 1675-76 (Feb. 8), the president in council at Surat, writing to the governor of Bombay and his colleagues (then subordinate to the Company's Surat settlement), directed that the alleged suicide of the purser of the ship *Mayboome* should be referred for investigation to "the court of judicature at Bombay according to law," and that the same course should be adopted in all similar cases, adding, however, that "as we desire that justice may be done, so we would have you take care that vexatious suits and contrivances by common barristers to disturb the quiet of good people may be discouraged and prevented, and let the judge know from us that we expect he maintain the gravity, integrity, and authority of his office, and that he doth not bring a disrepute on the court of Bombay, by lightness, partiality, self-seeking, or countenancing common barristers, in which sort of vermin, they say, Bombay is very unhappy." It is right to mention that it is more than doubtful that any of the legal practitioners who were in Bombay at that time had been admitted as barristers by the Inns of Court in the British Islands. In 1675, a person, whom the Rev. Philip Anderson describes as "a pompons attorney," was, according to Fryer, "ordered to impeach" Captain Shaxton before "a select court of judicature for abetting mutinous conduct of his soldiers," and accordingly, "with some borrowed rhetoric, endeavoured to make him appear a second Catiline." It is not likely that this state prosecution would have been entrusted to an attorney, if there had been then a duly accredited barrister in Bombay. Dr. St. John was in 1683-84 sent to Bombay with a commission from the king as judge in admiralty. In transmitting a copy of it to the Bombay government, the Court of Directors directed that his salary should be £200 per annum, and that he should "have the accommodation of his own diet at the governor's table" and should take his place there "as second," but they added that "all other judicatures upon our said island are to remain in the same condition and order as they now are, and under the management of the same persons, until you receive our further orders, after we have an account from you of the good deportment of the said doctor." Dr. St. John complained of this to Sir Leoline Jenkins, Secretary of State, but the Company retorted upon him that he had taken part with some interlopers, so he never seems to have had any jurisdiction, except that in admiralty, the other courts being filled by servants of the Company. In 1695 Sir Josiah Child, governor of the London company, disapproved of the course taken by Mr. Vaux in administering the law of England in Bombay, and observed that the English laws were "a heap of nonsense compiled by a few ignorant country gentlemen," and that his orders, not the laws of England, should be the rules by which Mr. Vaux ought to abide. In 1726 a charter was granted, constituting a mayor's court in Bombay, consisting of a mayor and nine aldermen, with jurisdiction to try suits according to English law, and this charter was renewed in 1753, with a reservation, in favour of the natives, of their own laws and customs. In 1768 Parliament established at Bombay, in lieu of the mayor's court, a court consisting of the mayor and three aldermen and a recorder, "who should be a barrister of England or Ireland." The celebrated Sir James Mackintosh, who came out as recorder in 1803, seems to have had a very easy time of it, for he

The most important change of the last forty years has been the great increase in the numbers of the independent European population, and, consequently, in the influence of the English newspapers published at Bombay. The merchants felt themselves strong enough

Bombay Chamber of Commerce, 1836. to establish a Chamber of Commerce in 1836, which has since taken a considerable share in the formation of public opinion and the direction of affairs.

## II.—POPULATION.

The population of Bombay numbered in 1872, according to the Census taken in that year, 644,405 persons. A previous census, taken in 1864, gave 816,562 as the number of the population. The falling off in the interval is accounted for by the emigration from Bombay of the swarm of adventurers and labourers from all parts of India and from abroad, who were attracted to the city by the speculative enterprises and the high prices of labour which marked the season of unexampled prosperity enjoyed by Bombay during the American war. Bombay is still, however, more populous than Calcutta or Madras, and in point of numbers is entitled to the rank of the second city in the British Empire. In 1662, when the island of Bombay came into the possession of the English, the population did not exceed 10,000. In 1716 it was estimated at only

lived with the governor at Parell, and only went down to the Fort once or twice a week to transact judicial business. In 1823 the Supreme Court was substituted for the recorder's court, and the jurisdiction claimed by the chief justice over British subjects beyond the limits of the presidency town brought him into conflict with Sir John Malcolm. The feeling of antagonism between the Company's executive officers and the judges, to some extent, lasted till the Queen took over the direct government of the country in 1858, and in 1862 formed the new High Court by a junction of the barristers' Supreme Court at the presidency town with the Chief Court established by the Company for the trial of suits in other parts of the presidency. (See, for a full history of the courts and tenures of Bombay, the elaborate and interesting judgments of Sir Michael Westropp, *Naoorji Beramji v. Rogers*, High Court Reports, Vol. IV., Part I.; *Sec. of State for India v. Bombay Landing and Shipping Co.*, Vol. V., Part I.; and *Lopes v. Lopes*, Vol. V. Part I.)

16,000 souls; in 1816, the result of a census taken by Government gave the following numbers:—

British, not military.....	1,840
Ditto military and marine .....	2,460
Native Christians, Portuguese and Armenians.....	11,500
Jews .....	500
Mahomedans .....	28,000
Hindoos .....	103,800
Parsees.....	13,150
Total.....	161,550

This statement does not, however, include the floating population, computed to number about 60,000. During the last half century, therefore, the population has increased threefold.

The disproportion between the sexes, as shown by the census, is extraordinary, there being 399,716 males to 244,689 females; and it is partly attributed, probably with good reason, to the fact that the census was taken in the winter months of the year, "when the fixed population is annually much augmented by an influx of men who come from their villages for the purposes of trade and in search of service, and who do not bring their wives and families with them" (Dr. Hewlett's *Census of Bombay*). The Soortees (or people from Surat) and Indo-Portuguese, too, from among whom the class of domestic servants is chiefly recruited, hardly ever have their wives with them. But it may also be suspected that so great a disparity in the numbers of men and women as appears in the census must be due to inaccuracy in the returns.

Nowhere else probably in the world, not even in Alexandria, are

**The motley character of the Population.**

so many and such striking varieties of race, nationality, and religion represented as in Bombay. Not only is there great diversity of type among the Hindoos—the Banian of Guzerat differing as widely in appearance and manners from the Mahratta of the Deccan as the Englishman differs from the Italian; not only do the Mahomedans include, besides Indian Mussulmans, many Afghans, Persians, Arabs, Turks, Malays, and Abyssinians; not only are colonies of Jews and Armenians to be found among this motley population; but the city is the head-quarters of the

thriving and prolific race of Parsees, and contains many thousand Indo-Portuguese inhabitants. To crown all, there are the European inhabitants, engaged either in the service of Government, or in professional or mercantile pursuits—a class of the community not strong in numbers, but supreme in political and social power. The population is officially classified under the following heads :—

	Persons.	Percentage to Population.
Buddhists or Jains .....	15,121	2·35
Brahmins .....	25,757	4·00
Lingaets .....	1,242	·19
Bhattias .....	9,486	1·47
Hindoo of other castes .....	340,868	52·90
Hindoo outcastes.....	31,347	4·86
Mohamedans .....	137,644	21·36
Negro-Africans.....	1,171	·18
Parsees.....	44,091	6·84
Jews .....	2,669	·41
Native Christians and Goanese .....	25,119	3·90
Eurasians .....	2,352	·36
Europeans .....	7,253	1·13
Chinese.....	305	·05
All races and castes.....	644,405	100·00

“ The Jains, together with the Brahmins, Lingaets, and Bhattias,

#### The Jains.

comprise the castes which religiously abstain from eating meat, and it will be seen that they form only 8 per cent. of the total population” (*Dr. Hewlett*). The religious tenets of the Jains resemble closely those of the Buddhists. They worship images, but do not recognize the Brahminical division of castes, and, being believers in the transmigration of souls, they will not destroy animal life in any form. They are a wealthy sect, amassing much money in trade, and have numerous and costly temples, rich with gilding, gems, and statues of marble, at Girnar and Palitana in the peninsula of Kattywar, and at Mount Aboo in Northern Guzerat.

The orthodox Hindoos, who are under the control of the Brah-

#### The Brahminical Hindoos.

mins, and who form three-fifths of the total population of Bombay, may be separated into the two grand divisions of worshippers of

Vishnoo (the Preserver), and worshippers of Shiva (the Destroyer), the second and third persons of the Hindoo Trinity. "The adherents of Shiva mark their foreheads horizontally, and those of Vishnoo perpendicularly, which should be renewed every morning, and, if attainable, by a Brahmin" (*Hamilton*). Vishnoo is, however, only known popularly through his incarnations, Rama and Krishna, who, with Vishnoo's wife, Luxshmi, are the favourite deities of by far the greater number of Hindoos in Bombay. Krishna is a frolicsome deity, whose amours are the theme of innumerable songs and dances; and the immoralities practised among some of his special followers—the Bhattias, who accept their priest literally as an incarnation of the Deity, and rejoice to submit their wives and daughters to his embraces—were exposed in a notorious trial that took place in Bombay thirteen years ago. The elephant-headed god Gunpattee is also very generally worshipped. Shiva, in like manner, is not personally adored; his devotees pay their worship chiefly to his consort, Kali, who under the name of Bhowanee was the patroness of the Thugs, and under the name of Parvatee has a celebrated temple dedicated to her honour on the rock overlooking Poona, from which Bajee Rao, the last of the Peshwas, is said to have witnessed the defeat of his army and the overthrow of his dynasty by the English on the plain of Kirkee.

Next to the Brahmins, the most important class among Hindoos, and that best known to Europeans, are the Banians, among whom the Bhattias may be included. The early English voyagers seem to have applied this name to all classes of Hindoos indiscriminately. Ovington, for instance, who made a voyage to Surat in 1869, speaks only of three divisions of natives, the Moors (Mussulmans), Banians (Hindoos), and Persies (Parsees); and, with regard to the Banians, he says bitterly:—"They are mainly addicted to prosecute their temporal interest, and the amassing of treasure; and therefore will fly at the securing of a pice, though they can command whole lakhs of rupees. I know those amongst them computed

to be worth £100,000, whose service the prospect of sixpence advantage will command, to traverse the whole city of Surat." Yule, in one of his valuable notes to *Marco Polo*, quotes a saying current in Surat in 1672, that it took three Jews to make one Chinaman, and three Chinamen to make one Banian. Properly speaking, however, according to Hamilton, "the Vaneeya are a numerous tribe of Hindoos in Guzerat, named Banians by the English, and are separated into many sub-divisions, besides the Aaricks, or seceders from the Brahminical doctrines. They are all of them merchants and traffickers, and many of them travel to parts very remote from India, where they remain from one to ten years, after which they return to their wives and children. Many also finally settle in the towns of foreign countries, where their descendants continue to speak and write the Guzerattee tongue, which may be pronounced the grand mercantile language of Indian marts." The Banians appear indeed to have had in their hands from the earliest times the control of the foreign commerce of India with the countries bordering on the Persian Gulf and the Indian Ocean; and to this day the trade of the whole East Coast of Africa, as well as of Southern and Eastern Arabia, is principally managed by the Indian agents, at Zanzibar, Muscat, and other ports, of the great Banian firms of Bombay. These people, many of whom are Jains, have the utmost veneration for animal life, so much so that they will not kill even any kind of vermin; and it is not an uncommon sight in Bombay to see a Banian carefully laying grains of sugar along the walls by the roadside for the ants to eat. Thousands of pigeons are fed by them every day close to the Elphinstone Circle; and they support in various parts of the City pinirapoles, or asylums for all kinds of old, homeless, or diseased animals.

The Marwarees may be regarded as a Central Indian variety of the Banians. They are bankers and

The Marwarees.

money-lenders, and a large proportion of the inhabitants of Bombay, and of all Western India, are constantly in their debt.

The lowest and most numerous class of the population consists of the coolies, who are fishermen or labourers, and who may be regarded as the aborigines of the island, and, indeed, of all the coast districts of Guzerat and the Concan.

#### The Coolies.

The distinction of race and character between the people of Guzerat and the Mahrattas is still best marked by the prevalence of Guzerattee as the commercial language of India. The Mahratta language has for its northern boundary on the coast the river of Damaun, a Portuguese settlement 108 miles north of Bombay; and it prevails as far south as the confines of Goa. Inland its limits are the river Taptee on the north and the Kistna on the south. But in Bombay and other great towns Guzerattee is the language of trade. Dr. Wilson infers from "the numerous and magnificent Buddhist remains of Western India" that Buddhism had, about 200 B.C., been preached with remarkable success throughout the Mahratta country. Nowhere in India, however, are the people now more devoted to the Brahmins. Shao, Sivajee's grandson, when asked by a Rajpoot prince what he had done for the Hindoo religion, said he had conquered Hindostan as far north as the Jumna, and given it to the Brahmins. The boast turned out literally true, for the Brahmin family of the Peshwas set aside Sivajee's descendants, and became the supreme rulers of the Mahratta confederacy. Dr. Wilson describes the Mahrattas as a shrewd, intelligent, hardy, and active people. "They have their own popular gods and demons, in addition to the principal deities of the Hindoo pantheon, and are generally enthusiastic in their worship, being at the same time fond of religious pilgrimages," especially to the source of the Gunga, or Godavery, above Nassick, and Punderpore. "They are noted for the observance of the most public of the festivals, as the Daseera and Holee. Their peculiar religious feelings have been much excited and sustained by the poets of their own provinces, especially Tookaram." The Mahrattas have no commercial genius; few of them are traders or merchants; before

#### The Mahrattas.

commercial genius; few of them are traders or merchants; before

the English conquest they used to be warriors, politicians, shepherds, and cultivators of the soil; now, those of them who live in towns are chiefly lawyers, clerks, and writers in public offices, and, among the lower class, grooms and coachmen. They are a darker and less good-looking people than men from the country to the north of Bombay, and their habitations are usually one-storeyed huts instead of the lofty handsome buildings which suit the more luxurious Guzerattee taste.

The Mahomedans, forming one-fifth of the population, are divided

#### The Mahomedans.

here, as elsewhere, into the two great religious sects of Soonees and Sheeahs, the former comprising the orthodox believers, who accept the historical succession of Caliphs after Mahomed, through Abubeker, Omar, and the Ommeiade Caliphs of Damascus, while the latter espouse the cause of Ali, the fourth Caliph, and his sons Hassan and Hoosein, who were murdered by their Ommeiade rivals. The Turks and Arabs are the principal Soonee, and the Persians the principal Sheeah nation. In Bombay the Sheeahs probably predominate. They include the well-known caste of Borahs, travelling dealers in all kinds of goods, who are known to every Indian household. Hamilton describes them accurately as "that remarkable race of men named the Boras, who, although Mahomedan in religion, are Jews in features, manners, and genius." The Khoja Mussulmans, who reverence as their chief His Highness Aga Khan, a refugee from Persia, claiming to be the modern representative of the prince known in the time of the crusades as the head of the assassins, or the Old Man of the Mountain, are also Sheeahs, and there are besides great numbers of Persians, usually, but incorrectly, styled Moguls in Bombay. The Soonees comprise Arabs, Turks,

#### Soonees and Sheeahs.

and the Indian Mussulmans of the Concan (or plain country between the sea coast of Western India and the foot of the Western Ghauts). Their numbers vary greatly during the year, as Bombay, being now the chief port for pilgrims going to or returning from Mecca, is the



resort of many thousands of Mussulman strangers during the pilgrim season, which lasts through the cold weather. Dr. Hewlett mentions in his Census Report, that "no one entered himself as a disciple of Syud Ahmud, of Patna notoriety, who introduced Wahabeeism into India;" but there are, no doubt, many Wahabees, the puritans of Islam, in Bombay, where, according to Dr. Hunter (see his *Indian Mussulmans*) the gospel of this dangerous political sect, which seeks to revive Mahomedan fanaticism in all its early fervour, was first preached.

The Parsees form but a small proportion, numerically, of the population, but their business-like energy and activity, their freedom to a great extent from caste prejudices, and the readiness with which they have taken to the use of the English language, have secured to them a prominent and influential position in the community. Their history is well known. After the conquest of Persia by the Mahomedans in the seventh century, a small remnant of the fire-worshippers, who disdained to change their religion, went into voluntary exile. They first took refuge at Ormus, in the Persian Gulf, where they are said to have learnt the art of ship-building, afterwards souseful to them; and after some years they migrated to the coast of India, landing at Diu, on the coast of Kattywar. From Diu, where they did not prosper, they went to Sanjan in Guzerat, and were hospitably received and allowed to light their sacred fire by a Hindoo prince named Jadoo Rama. From this place, as their numbers increased, they resorted to the principal towns of Guzerat, and settled in the country, taking Guzerattee wives and adopting the Guzerattee language, and many Hindoo customs. Their exceptional prosperity as a race seems to date from the advent of Europeans by sea to India. The Parsees, having no prejudices against the strangers, made themselves useful as brokers and interpreters between the Europeans and the natives. They especially attached themselves to the English, and in Surat many of them had, two centuries ago, acquired considerable wealth in trade and become persons of conse-

quence. When Bombay was ceded to England, there was only one Parsee on the island; but, as Bombay rose in importance and finally superseded Surat, the Parsees followed the fortunes of the English to this city, the first settlers having been, it is said, about 100 years ago, invited as skilled ship-builders to manage the Bombay Dockyard. They have since become famous for their commercial enterprise and public spirit; and a large portion of the trade of Bombay is entirely in their hands. One Parsee citizen, Sir Jamsetjee Jejeebhoy, was honoured, twenty-one years ago with a baronetcy on account of his numerous and munificent charities; and another, Sir Cowasjee Jehanghier, has since been knighted for a similar reason. The Parsees are a prolific race, and their numbers are rapidly increasing. The lower classes among them are smart shopkeepers and good mechanics. They are especially skilful in carpenters' work. Most of the hotels, mess agencies, and liquor stores throughout India are now owned and managed by Parsees.

Most of the Christians in Bombay are Indo-Portuguese, descendants of intermarriages between the first European settlers in Western India and the natives. They dress in the European fashion, and wear the tall black hat instead of a turban. They are not a very active or progressive class of the community, and seem to be content to provide Europeans with clerks, cooks, and butlers.

The Jews resident in Bombay have come chiefly from Mesopotamia. The principal family amongst them are the Sassoons, who founded the house of David Sassoon and Co. in Bombay about forty-one years ago. Mr. David Sassoon's eldest son, Sir Albert Sassoon, was knighted in 1871, in recognition of his own and his father's charities.

### III.—TRADE AND INDUSTRY.

"Of all the divisions of Asia," says Heeren, "the southern, containing the territory of Hindustan, is distinguished by the richness and diversity of its productions. Here we not only find (with very few exceptions) all the products of the other parts of civilised Asia, but so great a variety peculiar to its own climate, that it would appear as if a new and more beautiful creation had sprung up under the hand of Nature. Nearly all the spices, which become necessary to mankind in exact proportion to the progress of luxury and refinement, have at all times been peculiar to this region, while two of the most important articles used in clothing, viz., cotton and silk, were first produced here, and continue to be so in an especial degree, though their cultivation has been gradually extended to other countries." The desire for intercourse with a country possessing so many and such rare natural advantages has supplied from time immemorial the chief stimulus to the commercial enterprise of other nations. The Arabians are credited by many authors with having been the first to dare the perils of the sea, and fetch the products of India for sale in the markets of the West ; and no doubt the Arabians have been known from the earliest historical times as bold navigators and skilful merchants. The configuration of the peninsula of Arabia, with its great interior desert and the strips of fertile territory along its extensive sea coasts, and the narrowness of the gulfs separating it on one side from Africa, and on the other from Persia and India, naturally tended to make the Arabians a seafaring people. Again, the Phœnicians, the first traders in the Mediterranean, were a kindred people to the Arabians, and numerous references in the Hebrew scriptures show that these two nations held the keys of the commerce between the West and the East, and exchanged, by means of caravans crossing the desert from the heads of the Gulfs of Persia and Suez to Tyre and Sidon, the spices, ivory, gold, and fine stuffs of India and China for the iron, bronze, and silver of Europe. It is, however, more than probable that a considerable part of the trade on this side was directly in the hands of the Indians themselves,

though one cannot say how much Arab blood there may have been in the early settlers on the western coast of India. The antiquity of piracy on the coast of Malabar and Guzerat proves that not only had ancient India an extensive commerce, but she could supply a breed of daring corsairs to get their living by plundering it. That the Indians were, in the dawn of history enterprising navigators, may be inferred from the Sanscrit names of various places along the southern coast of Arabia, including the island of Socotra, and from the early settlement of Indian colonies along all the borders of the Indian Ocean and its narrow seas, "as far south," says Dr. Wilson, "as the latitude of Madagascar," and probably at one time as far north as Bussora. When Niebuhr was at Mocha in 1762, he found many Banians there, whom he describes as "considerable merchants, and very honest men." This connexion must have subsisted for ages, and indeed the theory is a plausible one that the origin of even Egyptian civilization may be traced to the conquest of the country by Indian colonists. Be this as it may, it is incontestable that the science of ocean navigation was developed in the eastern seas long before its rudiments were known in Europe. The *audax Iapeti genus* were content to make coasting voyages in the Mediterranean and round Spain to the British isles for centuries after Arabians, Indians, and Chinese had been engaged in a foreign trade of a much more venturesome character. Possibly, the tradition is true that the discovery of the direct passage across the Indian Ocean from Aden to the coast of Guzerat was made by a sailor whose boat was caught in the south-west monsoon and carried across in spite of all his efforts to return. In any case we may reasonably suppose that the regularity of the seasons out here—the wind blowing steadily during four months of the year from the south-west, and during the rest of the year from the north-east—soon suggested the practicability of undertaking long voyages, as a fair wind could be counted on both in going and returning. During the middle ages, the superior enterprise and military power of the Arabians, Egyptians, and Persians gave them the complete control of the Indian trade; and, although it is recorded that the pilots of

the early Portuguese expeditions across the Indian Ocean were natives of Guzerat, yet the Portuguese writers speak of the commerce of Western India as being, at the end of the sixteenth century, wholly in the hands of "the Moors." According to Laffitan, this commerce "almost entirely passed by fleet or caravan through the territories of the sultan or caliph of Egypt, who had Syria as far as the Euphrates, and part of Arabia. He took at least five per cent. on goods in his own ports, and got at least double this amount from the Venetians, Genoese, and Catalans in the Mediterranean. These were his principal revenues, and the interruption of the Indian commerce by the Portuguese—who waged a merciless warfare at sea against "the Moors" and would be satisfied with nothing less than the complete monopoly of the trade—"ruined him and his subjects." The Egyptian sultan appealed to the Pope to put a stop to the encroachments of the Portuguese, but of course Rome rejoiced in the successes of these champions of the true religion. The sultan then (1507), aided, it is said, by the Christian powers of the Levant, who were alarmed at the prospect of losing the profits of the trade with the East, fitted out a fleet in the Red Sea, which at first had some successes against the Portuguese, but was in the end disastrously beaten. The Egyptian efforts to recover a share of the Indian trade were brought to an end by the Turkish conquest of Egypt in 1517, and the valuable commerce of the East with Europe was diverted for more than three centuries to the route round the Cape of Good Hope, though it has recently been restored to its ancient channel by the opening of the Suez Canal.

Barygaza (Broach) is mentioned in the Periplus as the chief port of this side of India. From Barygaza one great highway of trade led through Oojein to Palibothra (Allahabad), while another penetrated into the Deccan, the capital city of which was then (2nd century A. D.) Tagara (Deoghur). Nassick is also mentioned in the itinerary of Ptolemy, the geographer, and Callian is spoken of in the Periplus as a port of inferior importance to Broach. The ships of small burden formerly engaged in trade did not require to lie in such a commodious but exposed harbour as that of Bombay; and it would be more

convenient and safer for them to run up the harbour and ascend the Callian river, to where they could be protected from both storms and pirates. Some doubt has been expressed whether the description of Callian given in the Periplus and by one or two later writers does not belong to Quilon ; but there can be no question as to the former greatness of Callian in the Concan, which, from its situation on a navigable river at the junction of the north-east and south-east roads up

the Ghauts, would naturally become a place of resort for merchants from all parts of the Deccan. Fryer's testimony

Callian the ancient port of Bombay Harbour.

is quite distinct as to what Callian had been even up to the invasion and conquest of the Concan by the Mahrattas in the 17th century. The town had been taken by the Portuguese in 1535, but was not held by them, says Orme, "with a constant garrison," and it belonged to the Mussulman kingdom of Beejapoor when Sivajee seized it. Fryer, on his way to the court of Sivajee, stayed at Callian in April 1675, and he says of it :—"Early the next morning I left the most glorious ruins the Mahomedans in the Deccan ever had cause to deplore ; for this city, once the chief emporium, excelled not only in trade, but the general consequent, sumptuousness, if the relics of the stately fabrics may add credit to such a belief ; which reliques, notwithstanding the fury of the Portugals, afterwards of the Mogul, since of Sivajee, and now lately again of the Mogul, are still the extant marks of its pristine height. The remaining buildings having many storeys of square-facing stones, and the mosques, which are numerous, of the same, abating little of their ancient lustre, being all watered with delicate tanks about which are costly tombs, with their distinct chapels or mosques." Sivajee had converted many of these mosques into granaries. "The houses the present inhabitants kennel in are mean ; the people beggarly, by reason of these hostile incursions." Orme's conjecture is probably correct, that Callian remained till at all events the 16th century the immediate metropolis of Salsette, Bombay, Bassein, and all the adjacent country ; but, as a trading port, it had been superseded by Tanna, as the increased burden of ships

made it difficult for them to pass up the river. Certainly, the

Tanna supersedes it as a trading port. Arabian geographers make no mention of Callian, though they were familiar with a kingdom of Tanna. "The Con-

can," says Colonel Yule, "is no doubt what was intended by the kingdom of Tanna. Albirohi (A.D. 1030) speaks of that city as the capital of Concan; Rashiduddin calls it Konkan-Tanna; Ibu Batuta, Kukin-Tanna." Marco Polo (13th century) gives this description of

Marco Polo's account of the kingdom of Tanna and its trade. it :—"Tanna is a great kingdom lying towards the west, a kingdom great both in size and worth. The people

are idolaters (Hindoos), with a language of their own, and a king of their own, and tributary to nobody. No pepper grows there, nor other spices, but plenty of incense; not the white kind, however, but brown. There is much traffic here, and many ships and merchants frequent the place; for there is a great export of leather of various excellent kinds, and also of good buckram and cotton. The merchants in their ships also import various articles, such as gold, silver, copper, and other things in demand. With the king's connivance many corsairs launch from this port to plunder merchants. These corsairs have a covenant with the king that he shall get all the horses they capture, and all other plunder shall remain with them. The king does this because he has no horses of his own, whilst many are shipped from abroad towards India; for no ship ever goes thither without horses in addition to other cargo." These horses were shipped at that time principally from Ormuz in the Persian Gulf and from Aden, the latter being "the port in the Red Sea to which many of the ships of India come with their cargoes," and its su'tan, by reason of the heavy payments he received in port charges, "one of the richest princes in the world." Tanna was taken by the Mussulmans soon after Polo's visit. Friar Oderic, who sailed to Tanna from Ormuz in 28 days early in the 14th century, "describes particularly the martyrdom of four friars, which had happened there some time before his arrival; whose piety had led them to dispute before the cadì of the town, and to tell him that

his prophet Mahomed was in hell with his father the devil, on which the governor executed them under excessive tortures, but was himself banished for his cruelty by the king of the country." The Portuguese, two centuries afterwards, amply avenged the friars. In Barbosa's time, just before the Portuguese conquest, "Tanna was still a place of many mosques, temples, and gardens, but the trade was small. There were still pirates doing business from the port, but on a reduced scale. Giovanni Botero says that there were the remains of an immense city to be seen, and that the town still contained 5,000 velvet weavers" (Yule). Tanna in its turn gave place, in the time of the Portuguese, to Bassein, though it still remained a considerable place. Under British rule it is a thriving suburban town, with a large population of native Christians. It used to be famous fifty years ago for the bacon cured there, but this branch of trade has died out. It still manufactures excellent coarse cotton goods.

Surat, however, seems to have drawn to itself most of the trade with Europe within a century after the discovery of the passage round the Cape of Good Hope. The English settlement was established here in 1612, and Anderson, to give an idea of the business carried on by the factors of Surat, quotes from Bruce's *Annals* the statement that, in 1668, six ships arrived from England with goods and bullion to the value of £130,000. The next year 1,200 tons of shipping arrived with stock valued at £75,000. In 1670 came 1,500 tons of shipping; in 1672 four ships, with cargo and bullion valued at £85,000; and in 1673 stock and bullion were brought to the amount of £100,000. "With regard to particular articles of trade, indigo was in more demand than ever. Pepper, saltpetre, raw and wrought silks, to the value of £30,000 a year, calicoes to the value of £160,000, and various drugs, were exported to England. A trade in diamonds was chiefly

First Cotton Press, 1694. confined to private dealers, who frequently made large profits. Considerable attention was already paid to the exportation



of raw cotton, and so early as 1684 attempts were made to save freight by compressing it into bales with the aid of machinery. For this purpose the company sent out 'a screw or engine.' In 1697 there must have been one such machine in Bombay, as we have the Governor, on the 23rd of March in that year, writing to the President and Council at Surat :—One of the nuts of our cotton screw being broken, we have in vain endeavoured to get a piece of timber in the country to make a new one. Therefore, do you send us as soon as possible one or two pieces of Cominba timber, in length 10 ft. 3 in., broad 2 ft. 4 in., and 1 ft. 2 in. thick." This extract is interesting, not only on account of the reference in it to the cotton trade, but because it shows how slender were still Bombay's resources, and how complete her dependence on Surat, even at the end of the 17th century. From the time (1708) when the two companies that had been fighting for the Indian trade were joined into one, a new system of trade was introduced, of which Mill (vol. III. chap. 1) gives a complete account. The Company's goods were from this time chiefly conveyed in hired ships, and the Company only kept "some swift sailing packets and a very few trading vessels. The

#### System of Trade, 1708.

articles of which the import trade chiefly consisted were calicoes and the other woven manufactures of India; raw silk, diamonds, tea, porcelain, pepper, drugs, and saltpetre. The official value of their imports in 1708 was £493,275, and their average annual importation for this and the nineteen following years was £758,042. The Company exported lead, quicksilver, woollen cloths, hardware, and bullion, to the average amount, for the same twenty years, of £634,638, of which sum four-fifths was bullion. Owing to the confusion prevailing throughout India, the Company forbade its servants to distribute its goods in the interior; this business was left to native and other independent dealers. For the purchase of goods for exportation, agents were employed. Warehouses or factories were built and fortified as places of deposit; and the European agents made advances to the native weavers while engaged at work on the cloth they wanted. The cutcherry was, in the beginning, the place of business of the

gomastah employed by the European agents to arrange with the employers of the work-people and fix the price of the cloth when finished. The whole course of trade was then very different from what it is now, the chief anxiety of the English being to invest in Indian manufactures.

The trade remained in the exclusive possession of the Company till 1813, private persons being only permitted to trade with the Company's licence. The Company's servants, however, had the privilege of trading on their own account. This monopoly did not benefit the Company, whose embarrassment constantly increased in spite of successful wars and commercial profits, and but for it the foreign trade of Western India would have been marked by a much more rapid rate of increase in the 18th century. What improvement

**Bombay gains on Surat.**

did take place was at Bombay, which, being an English city, and having a

good harbour with the only docks available for re-fitting large ships, soon began to outstrip the English settlement at Surat, a Mahomedan city on the bank of a river not navigable for ships of heavy burden above the port of Swally. Ship-building, however, continued to be carried on at Surat till late in the century, and in 1762, Niebuhr, who visited the city after leaving Bombay, speaks of it as still "the storehouse of the most precious productions of Hindustan. Hither is brought from the interior parts of the empire an immense quantity of goods, which the merchants carry in their ships to the Arabic Gulf, the Persian Gulf, the coast of Malabar, the coast of Coromandel, and even to China. The provinces near this city are full of manufactures of all sorts." Yet at that time all the ships from England sailed to Bombay, and the director of trade at Surat was only a member of the Council of Bombay. Bombay had also dependent on it the Company's factories at Bushire, Cambay, Honore, Calicut, and Bankote, as well as at Tatta in Scinde. Milburn (*Oriental Commerce*) admits that the decline in the trade of Surat became conspicuous from the time the Company got possession of it (1759), and he adds :—"A considerable part of it has no doubt been transferred (1805) to Bombay ; but whatever

decay Surat may have suffered in commerce may be attributed to the subversion of the Mogul empire, the annihilation of that spirit of commerce which sprang from the innumerable wants of so rich and expensive a people, and the decrease of the lucrative trade to the Gulfs of Persia and Arabia, owing to the anarchy in which Persia is involved, and into which the Turkish dominions are sinking." Bombay appeared to Milburn, at the beginning of this century, to bid fair to be the most durable of the English possessions in India. From his *Oriental Commerce* we learn that the value of all the merchandise and treasure,

**Trade of Bombay at beginning of this century.**

except the Company's, imported into Bombay and Surat in the five years 1802-6 was £2,400,000, and of the exports in the same period £1,928,000, so that the average annual value of this trade was about £900,000 a year. The value of the goods and treasure imported by the Company in the seventeen years 1792-3 to 1808-9 was £5,304,120, and of the goods and treasure exported £2,851,006, giving a yearly average of £480,000. According to these figures the total trade was worth £1,380,000 a year. But in this sum is included all the coasting trade, and many articles are reckoned twice over. For instance, the piece-goods imported from Surat into Bombay are probably counted over again for the most part in the exports from Bombay to London and China. The trade with China was the most valuable part of the commerce of Bombay. The cotton exported to China in 1805 was worth sicca rupees 64,73,639, while that shipped to London was worth only sicca rupees 5,88,725.<sup>1</sup> In some seasons the export of cotton to China amounted to 80,000 bales of 375 lbs. each, or thirty million lbs.

**Cotton trade with China, 1805.** This cotton trade with China was but of recent date. It commenced about

1770. "A considerable famine, which happened at that period, induced the Chinese Government to direct, by an imperial edict, that a greater proportion of the lands should be thrown into the

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<sup>1</sup> The exchangeable value of the sicca rupee was then 2s. 6d.

cultivation of grain ;" and the demand for cotton which then arose increased, till, it is said, " the scanty supply during the Mahratta war, the inattention to the quality, and the many frauds that had been practised," prompted the Chinese to grow cotton for themselves again. The annual export of cotton to China now is less than five million lbs. It is quite possible that the falling off in the Chinese demand about the year 1800 was due to the interference of the East India Company with what had been till then an open trade, for the result of this change was to nearly double the price of cotton wool. From China the chief articles of import were sugar and sugar-candy and piece-goods.

No English piece-goods were imported into Bombay in 1805, though Milford mentions jacconets, checked and white muslins, fashionable chintzes for ladies, cotton counterpanes, and white handkerchiefs among articles suitable for the Bombay market. Copper, wines and spirits, cutlery, woollen goods, of which the Company were bound to export a certain quantity every year to India for the benefit of the English manufacturers, and which usually could not be sold except at a loss, were among the chief imports from London. The exports consisted of cotton, ivory, pepper, piece-goods, sugar and saltpetre sent round from Bengal, and occasionally Mocha coffee.

Private enterprise had little or no chance in Bombay at a time when the Company and its servants had the pick of the trade ; and Milburn gives the following as a complete list of independent European firms :—EUROPEAN HOUSES OF

Five European Houses of Agency, and four Wine Merchants.

Agency.—Bruce, Fawcett & Co., Forbes & Co., Shotton & Co., John Leckie, S. Beaufort. WINE MERCHANTS, AND SHOPKEEPERS.—Baxter, Son & Co., John Mitchell & Co., Wooller & Co., R. M'Lean & Co. The commanders and officers of the Company's ships employed Parsee

dubashes or agents to manage their investments. The tonnage of the merchant ships, in 1811, was 17,593 tons, some of the ships carrying 1,000 tons, and the largest class could take a cargo of 4,000 bales of cotton. There was only one insurance office, the Bombay Insurance Society, with a capital of twenty lacs ; but much underwriting was done by private persons.

Such was the commercial condition of Bombay a few years before Lord Melville carried through

**Company's Trade with India** thrown open, 1813. Parliament a bill abolishing the

exclusive trade of the East India

Company with India, but securing to it the monopoly of the trade with China for twenty years longer, an exception introduced because the ministry were afraid of losing the revenue derived from duties on tea. The most important result of this legislation, so far as Bombay was concerned, was to develop the export trade to England in raw cotton and kill the export trade in piece-goods. The effect of the Act of 1813 and of that of 1833, which threw open the China trade and abolished all the Company's commercial privileges, may, therefore, be best shown by the statistics of the trade in raw cotton and cotton goods. Royle tells us that

**The Export Trade in Cotton,** raw cotton does not seem to have been imported from India till 1783, when 114,133 lbs. were imported. In 1790,

the Directors of the East India Company, at the instance of the manufacturers, imported 422,207 lbs., but the speculation did not answer. In 1809, at the period of the American Non-Intercourse Act, the Directors imported thirty million lbs., of which only 1,250,000 were used by the British manufacturers, and 3,250,000 exported to the Continent. This unlucky venture determined the Company to import no more, even when the American war broke out. " But after the peace, a general revival of trade took place, and as great an increase of the imports of cotton as from 60 to 90 millions of pounds in 1816. In 1817 to 1819, when excessive speculation prevailed, and prices remained high, large quantities of cotton, that is, 86,000,000 of pounds in 1818, were imported from India into this

country ; a larger quantity than at that time came from America, even with the assistance of 17 millions of pounds exported from Calcutta to America, for the purpose of mixing with American cotton, previous to re-exporting it to Europe. The failures which took place in Calcutta in 1820, in consequence of this over-speculation, are stated by Mr. Bruce to have been the first check experienced by the cotton growers of Bundelcund ; at all events, the exports from Calcutta to this country amounted only to about 2,000,000 of pounds in the year 1822. The Indian trade did not recover itself even for the year of hazardous speculation (1825), in cotton and everything else : luckily perhaps, followed as it was by a commercial panic. About this time the exports from Bombay became considerable (v. E. I. C.'s Papers, p. 132), probably in consequence of the settled state of the interior. The exports from India generally began gradually to increase, but the price of cotton having sunk to under 6d. a pound in 1829, the imports of Indian cotton fell from 80,422 bales in that year to 35,212 bales in 1830. But as prices began to rise in 1829, so we find the imports beginning to increase, and amounting in 1832 to 109,285 bales. But as the rise in price in 1830 was immediately succeeded by a fall, so the imports began to diminish, and amounted, in 1834, to only 88,122 bales. But in the year 1832, a gradual rise took place in the price of American cotton, and continued to increase until the year 1836, when the average price of Upland cotton was 10½d. This rise, it is said, was caused by the operations of the bankers of the United States, for there was not at that time any falling off in the imports of American cotton ; they were, in fact, nearly the same in 1836 as in 1835. Such a rise of price could not but be felt in India, and the imports of its cotton greatly increased, reaching in 1836 to 219,157 bales. The aggregate increase of the imports of cotton in the year 1836, amounting to 110,000 bales, were due almost entirely to India, as 100,000 bales of Indian cotton were imported in excess of what had been received in the year 1835. The transit duties were at this time abolished in the Bengal Presidency, and in the next year in the Bombay, but not till 1844 in the Madras

Presidency. The effects of this measure might have been expected to have been felt in the increased exports of Indian cotton, but 1837 was a period of great commercial distress, and the price of the raw material fell one-third, to the great injury of the exporters. The imports in 1838 amounted only to 108,879 bales. The slight increase of price which took place in that year gave an impulse to the exports from India, which continued to be in increasing quantities, but would, probably, soon have decreased, had it not been for the seizure of opium in 1839, and the consequent Chinese war. This prevented the exports of Indian cotton to China; and, therefore, that which had been brought from the interior was forwarded on to this country, augmenting the imports to nearly 275,000 bales, that is, higher than they had been in 1818, or indeed in any previous year; but here we have large imports with low prices, and an exception to what we have hitherto found to be the case, that is, small imports with such prices. The depreciation of 1840 was caused by a combination of great distress in the manufacturing districts with the occurrence of the then largest crop of American cotton. Distress, and the closing of mills, with failures, continued through 1841; but Indian cottons were largely consumed, and in some instances machinery, it was said, was adapted to their use. They were also much employed for mixing with American cotton. In the year 1842, peace was concluded with China, manufactures were reviving, with a still larger crop of American cotton. The increasing prosperity of manufacturers continued to 1845, when the largest American crop occurred. Prices became lower than they had ever been, and the average of that of Upland American cotton sunk to 4½d. per lb., and that of Indian to 3½d., much of it being sold as low as 2½d., which was less than it cost the exporters in India. Hence the enormous falling off in the imports of Indian cotton: these amounted to only 94,643 bales in 1846, the year which the Bombay Committee have particularly referred to. This was also the recommencement of difficulties for manufacturers, because the crop of American cotton had fallen short by 600,000 bales. This, however,

caused an increase of price in the autumn of the year, which stimulated the markets at Bombay, and raised up the imports in 1847 to upwards of 220,000 bales, and still higher in the following year."

For the years 1849-50 to 1875-76 inclusive we take the following figures, showing the growth of this branch of trade, from the Custom House Report for 1874-75 :—

	lbs.	£
Average of five years 1849-50 to 1853-54 .....	177,647,269	2,580,523
1854-55 to 1858-59 .....	218,348,163	3,409,865
1859-60 to 1863-64 .....	357,479,945	14,846,598
1864-65 to 1868-69 .....	424,628,398	19,606,707
1869-70 to 1873-74 .....	412,465,485	13,022,248
Years ..... 1874-75 .....	501,477,439	12,619,403
„ ..... 1875-76 .....	402,058,264	9,906,630

The variations in the value of the cotton crop, shown by these figures, give, however, an inadequate idea of the enormous amount of wealth poured into Bombay during the years 1861-65, when the cotton supply from

The Cotton Trade of Bombay during the American War, 1861-65.

American was cut off by the Civil War. The exports of cotton from Bombay during those years were valued at

	£
1861-62 .....	9,262,817
1862-63 .....	14,834,640
1863-64 .....	27,912,117
1864-65 .....	30,370,482
1865-66 .....	25,534,179
Yearly Average.....	£21,582,847

As the cotton exported in the year 1859-60 was valued at only 5½ millions, the total gain in the five years to Bombay was 81 millions sterling over and above what she had in former years considered a fair price for her cotton. But the valuation of cotton used to be taken very carelessly at the Bombay Custom House; and these figures rather represent what sanguine shippers expected to get than what they actually received. Allowing, however, a liberal margin for such errors, we may compute the clear addition to the actual wealth of Bombay at 70 to 75 millions sterling—a tolerably substantial foundation for speculators to build upon. At first, specula-

Speculation in Bombay, tion was confined to ventures in cotton 1861-65.

and piece-goods; but as the money made in this way accumulated, and adventurers from all



parts were attracted to Bombay—like the vultures to their prey—all sorts of ingenious schemes were devised for putting the newly acquired wealth to use. The passion for speculation is a contagious disease, and spreads like wildfire as soon as a few brilliant examples are on record to show with what ease fortunes may be won by other means than the slow exercise of honest industry. It was not, however, till 1864 that the whole community of Bombay, from the highest English official to the lowest native broker, became utterly demoralized, and, abandoning business, gave themselves up to the delusion that they could all succeed in making fortunes on the Stock Exchange. Up to the end of 1863, almost

**Joint-stock Banks.** the only new form of enterprise brought before the public had been the crea-

tion of joint-stock banks. The old system of houses of agency had, with the progress of commerce, long been replaced by banks. The Bank of Bombay was started in 1840 ; the Oriental Banking Corporation established a branch here in 1844 ; and the Commercial Bank, the Chartered Mercantile, the Agra and United Service, and the Chartered, had all gained an assured position in Bombay before 1860. In that year the Central Bank of Western India was added to the list ; and then there was a pause till 1863, when the Joint Stoc (afterwards the Asiatic) Bank, the Royal Bank, and the Bank of India, were all brought into existence, and their shares greedily bought up at high premiums. In the same year the Bombay Shipping and Iron Shipping Companies were started to make

**Shipping Companies.** Bombay merchants independent of

English ship-owners, and the shares of the former company went immediately to nearly 200 per cent. premium and were maintained at that rate, the promoters being men who were reputed to have made millions in cotton, and who had already secured public confidence by the success with which they had launched the Asiatic Bank. Then came the year 1864, and the prospect of the conclusion of the American war seemed, thanks to the genius of Lee and the stubborn valour of his soldiers, to be further off than ever. No bounds, therefore, it was

assumed, could be set to the flowing tide of Bombay's prosperity, and every one hastened to plunge in and let himself be borne upwards by it to fame and fortune. It is literally the case that in

1864 banks were brought out by the dozen, and Financial Associations,

a new engine for the promotion of speculation, by the score. The first, afterwards known as "the old" Financial Association, to distinguish it from its imitators, came out in June, and had its shares run up to nearly 100 per cent. premium on the nominal capital of Rs. 400 per share, while only Rs. 100 had been paid up and no business done. The lucky receiver of an original allotment could therefore make about £40 on each £10 share without putting himself to any immediate trouble beyond that of signing his name. It is needless to say that there was a frantic rush for shares ; and that soon the newspapers were crammed with announcements of new Financial Associations. But all other speculation was dwarfed by the magnitude of the Back Bay Reclamation project, which was designed

#### Land Companies.

to provide in the first place the land on the shore of Back Bay, along which the B. B. and C. I. Railway now runs, and afterwards, to use the residue of the ground, the Company had permission to reclaim up to a certain line from the sea, for the purpose of providing sites for marine residences and what not. The value of land had been trebled and quadrupled in Bombay ; the population was every day increasing in numbers, and as the available space within the island was very small, every additional foot tacked on seemed likely to be worth its weight in gold. Fierce opposition was made to the grant to a private company of so valuable a concession ; and the Bombay Government, which had determined to make something for itself out of the rage for speculation by taking a number of Back Bay shares, was compelled by the Government of India to abandon such a partnership. The astute promoters of the Company then sold these shares by public auction ; the brokers ran them up to Rs. 25,000 a share on Rs. 4,000 paid up, or more than 600 per cent., and this sale may be said to have sent the city quite mad. Perhaps the most suggestive commentary that

can be given on the folly of the times is supplied by the following share list, dated December 31, 1864:—

## BANKS.

Subscribed Capital	Noml. value of sh.	Paid up.	Dividend.	Names.	Rates.
£	Rs	Rs	pr. ct.		
3,000,000	{ 1000 500 }	250	18	Agra Bank .....	180 p. ct. pm.
600,000	250	125	...	Alliance Bank .....	38 p. ct. pm.
500,000	200	200	...	Asiatic Bank Corporation .....	165 p. ct. pm.
2,140,000	8,000	8,000	20	Bank of Bengal .....	16,000 p. s. n.
1,000,000	250	175	8	Bank of India .....	54 with n. s.
1,045,000	1,000	1,000	8	Bombay Bank .....	77 pr. ct. pm.
750,000	250	100	...	Bombay City Bank .....	33 pr. ct. pm.
1,000,000	250	150	...	Bombay Presidency Bank .....	11 pr. ct. pm.
200,000	200	200	...	Bombay Trading and Banking Association (Limited) .....	Par.
2,000,000	100	100	...	Brokers' Banking Company .....	14 pr. ct. pm.
1,000,000	250	250	6	Central Bank .....	60 pr. ct. pm.
800,000	200	200	15	Chartered Bank of India, Australia and China .....	[includg. n. sh 120 pr. ct. pm.]
800,000	200	25	...	China Bank .....	48 pr. ct. pm.
750,000	250	250	20	Chartered Mercantile Bank of India, London and China .....	180 ex. div.
1,000,000	1,000	500	13	Commercial Bank .....	125 ex. div.
1,600,000	...	200	7½	Comptoir d'Escompte de Paris .....	100 p. ct. pm. n.
250,000	...	500	9	Delhi Bank Corporation .....	50 pm. n.
...	...	250	...	East Indian Bank .....	22 p. ct. pm.
200,000	200	100	...	East India Trading and Banking Corporation .....	24 p. ct. pm.
4,000,000	1,000	250	10	Hindustan, China and Japan Bank .....	5 p. ct. pm.
600,000	250	100	...	Imperial Banking and Trading Co. .....	30 p. ct. pm.
500,000	200	200	...	Indian Peninsula London and China Bank .....	20 pr. ct. pm.
200,000	...	20	...	London and Bombay Bank .....	5 dis.
3,750,000	1,000	1,000	12	Madras Bank .....	127 pr. ct. pm.
1,500,000	250	250	16	Oriental Bank Corporation .....	170 pr. ct. pm.
600,000	200	200	...	Royal Bank of India .....	44 ex. div.
750,000	...	...	...	Scinde, Punjab, and Delhi Bank ...	30 p. ct. pm.

## LAND COMPANIES.

2,000,000	10,000	5,000	...	Back Bay Reclamation Company ...	Rs 46,000 per share pm.
...	...	10,000	12,000	Colaba Land Company .....	80,000 pm. p.
...	...	...	...	Elphinstone Land and Press Company Limited .....	[whole s.]
540,000	1,000	{ 1000 850 }	808	{ 3,600 fully paid up shares .....	Rs 1,50,000
...	...	1,500	...	{ 1,800 not fully paid up shares .....	p. sh. pm.
2,000,000	10,000	4,000	...	2 Frere Press Company's shares, .....	Rs 5,400 pm.
110,000	2,000	900	...	House and Land Investment Co. ....	200 pm.
1,000,000	5,000	3,000	...	Mazagon Land and Reclamation Company .....	Rs 8,000 pm.
150,000	6,000	4,000	170	Victoria Land and Press Company .....	Rs 46,500 pm.

## FINANCIAL ASSOCIATIONS.

Subscribed Capital	Noml. value of sh.	Paid up.	Dividend.	Names.	Rates.
£	Rs.	Rs.	pr. ct.		
1,000,000	400	100	...	Alliance Financial .....	53 p. ct. pm.
1,000,000	400	50	...	Asiatic Financial .....	32 p. ct. pm.
450,000	300	25	...	Bombay Finance Corporation .....	24 p. ct. pm.
750,000	300	100	...	Bombay Gl. Crt. & F. Corporation .....	6 p. ct. pm.
600,000	300	200	...	Bombay Joint Stock Corporation .....	45 p. ct. pm.
1,000,000	400	50	...	Eastern Financial Association .....	71 p. ct. pm.
1,000,000	400	50	...	Elphinstone Financial .....	14 p. ct. pm.
1,200,000	400	100	...	Financial A. of India and Ch. ....	76 p. ct. pm.
1,200,000	400	100	...	Do. New Capital .....	12 p. ct. pm.
1,000,000	500	100	...	Grand Finance Company .....	12 do.
1,000,000	500	50	...	International Financial Company .....	5 to 6 do.
640,000	400	50	...	National Financial .....	5 to 6 p. ct. pm.
1,000,000	400	100	...	Mercantile Credit Financial .....	10 p. ct. pm.
...	400	50	...	Oriental Financial Association .....	17 p. ct. pm.
1,200,000	400	100	...	Union Financial .....	9 p. ct. pm.
800,900	400	50	...	Universal Bank and Financial Corporation Limited .....	15 p. ct. pm.

## PRESS COMPANIES.

			pr. s.		
...	...	11,000	1,800	Apollo Press Company ..	Rs 31,000 p. s.
...	...	2,700	300	Colaba Press Company .....	Rs 6,000 p. s.
937,500	6,250	5,750	850	Fort Press Company .....	Rs 14,750 p. s.
400,000	2,000	4,000	350	Hydraulic Press Company .....	Rs 3,000 pm.
80,000	2,000	1,600	...	Bombay Press Company .....	Rs 2,300 pm.
...	...	1,500	...	Framjee Cowasjee Patent Press Co. ....	Rs 2,200 pm.
...	...	...	...	...	[nominal.]
20,000	2,000	750	...	Scind Press Co. Limited (Kurrachee)	Rs 300 pm.
75,000	3,000	500	...	Alexandra Press Company Limited (Madras) .....	Par. Nominal
70,000	2,000	105	...	East India Press Company ..	Par
45,000	2,000	500	...	Victoria Press Co. Limited (Madras)	25 prem.
40,000	3,000	1,000	...	Albert Press Company (Limited) Kurrachee .....	[nominal.]
...	...	650	...	Deccan Cotton Cleaning and Press Company (Limited) .....	500 pm. sh.
100,000	100	10	...	Locomotive Cotton Press Company Limited .....	[nominal.]
100,000	4,000	...	...	Scott Press Company ..	150 pm. sh.
300,000	1,000	225	...	Motussil Press and Ginning Co. ....	...
30,000	2,500	1,500	...	Prince of Wales Press Company .....	Rs 1,000 pm.

## RAILWAY COMPANIES.

			pr. ct.		
...	...	218	...	G. I. P. Railway Company Consolidated Stock .....	[discount.]
...	...	130	2½	Do. New £20 Shares .....	Rs 10 p. cent.
...	...	1,000	2½	B. B. & C. I. Railway Co .....	Rs 5 discount.
...	...	...	...	...	Par.

## SHIPPING COMPANIES.

Subscrib- ed Capital	Noml. value of sh.	Paid up.	Divi- dend	Names.	Rates.
£	Rs	Rs	pr. s.		
500,000	5,000	3,000	...	Bombay Shipping Company .....	Rs 4,000 pm.
200,000	2,500	2,000	26	Bombay Coast and River S. Naviga- tion Company .....	Rs 600 pm. s.
60,000	1,000	1,000	...	Bombay Landing and Shipping Company Limited .....	Rs 250 pm. s.
800,000	5,000	1,500	...	Bombay and Bengal Steam Ship Co.	Rs 900 pm.
250,000	5,000	2,500	...	Iron Ship Company Limited .....	Rs 200 dis.
		750	...	Oriental Ship Owning Association ..	Rs 25 pm.
160,000	4,000	2,500	...	Prince of Wales Ship Company .....	Rs 400 dis.
150,000	500	500	...	Viegas Patent Ship and Foundry Company Limited .....	Par.
...	...	1,000	...	Union Shipping Company Limited ..	Par.
...	...	1,000	...	Western India Ship Company .....	Par.

## SPINNING AND WEAVING COMPANIES.

			pr. s.		
125,000	2,500	2,500	15	Alliance Spinning Company Ltd...	...
20,000	2,000	2,000	...	Arkwright Cotton Mill Company ...	Par nml.
55,000	1,300	5,500	700	Bombay Spinning and Weaving Co.	Rs 1,300 pm.
150,000	2,000	1,750	...	Great Eastern Spinning and Weav- ing Company .....	Rs 150 pm.
250,000	1,000	1,000	...	Manockjee Perty's Spinning and Weaving Company .....	Rs 150 prem.
300,000	2,825	2,500	150	Oriental Spinning and Weaving Company .....	Rs 400 prem.
150,000	2,500	2,300	...	Royal Spinning and Weaving Com- pany Limited .....	Rs 200 prem.
27,500	5,000	5,000	400	Victoria Spinning Company Limited.	Rs 2,500 pm.
160,000	5,000	5,000	6 p.ct.	Coorla Spinning and Weaving Com- pany Limited .....	Rs 600 nml.
900,000	1,000	1,000	12	Bombay United Spinning and Weaving Company .....	Rs 250 pm.

## MISCELLANEOUS.

£	Rs	Rs	pr. s.		
60,000	500	300	...	Bombay Contract and Building Company .....	20 prem.
80,000	2,000	900	...	Bonded Warehouse Company .....	200 dis.
100,000	500	250	12	Treacher and Company (Limited) ...	Par.
...	...	250	...	Goa Coffee Company .....	Nominal.
150,000	50	50	...	Bombay Gas Company .....	8 p. ct. pm. n.
55,000	1,000	50	...	East India Cotton Agency .....	Par.
45,000	200	100	...	Khandeish Farming Company .....	Par.
250,000	500	100	...	United Mercantile Trading Com- pany (Limited) .....	1 p. ct. dis.
3,500	350	200	...	Bombay Oil Works Company Limited .....	...
30,000	1,000	500	...	Victoria Patent Brick Company Limited .....	...

It will be observed that this list contains the names of several

Land Companies besides the original Back Bay one. One fool had made many. The temptation of getting 600 per cent. on one's money was too great to be resisted. Were there not other sites as valuable as the barren sands of Back Bay? Were there not the Flats to be filled up and built over, the pleasant slopes of Trombay to be covered with country houses, which the wearied speculators of Bombay might retire to every evening by means of a branch railway crossing reclaimed ground at the northern end of the harbour? Were there not banks of mud at Mazagon and Sewree which could be converted into docks and wharves to accommodate the ever-expanding trade of the greatest port in Asia? The Government of Bombay, not thinking what fortunes it wrecked and what lives it made miserable, and only eager to get money for the prosecution of its own public works, added fuel to the fire by inciting projectors of new schemes to buy land belonging to the State at fabulous and ridiculous prices; and there was always a Financial Association ready to back up any scheme, however outrageous, and so to persuade the public that it was employing its capital profitably. To crown all, when Bombay and the islands in the harbour had been exhausted, and even the most keen-eyed speculator might have looked in vain for a square foot of muddy foreshore not yet appropriated by a local land company, a new plague fell upon the city in the shape of an importation from Calcutta of some public-spirited promoters who were anxious to point out to Bombay capitalists what a splendid field for investment was offered to them by the swamp known as Port Canning, near Calcutta. The bait took, and early in 1865 the Port Canning Company appeared before the public with a list of influential Directors that was alone sufficient to send the shares up to several hundred per cent. premium. This was the climax. It was impossible to surpass the Port Canning Company; and in the spring of 1865 a sudden end was put to further speculation by a telegram announc-

**End of the American War** ing the surrender of Lee's army and  
**(1865), and Collapse of Specu-** the termination of the war in America.  
**lation in Bombay (1865-66).** Now came the reaction. The price  
**of Dhollera cotton in the Liverpool market, which at the**

beginning of the year had been 19½*d.* a pound, fell to 11*d.* before the end of April; and as it was evident that in the natural course of things there must be a further heavy fall, the prices of all securities gave way in sympathy with cotton. Men who had been trading or speculating beyond their means found themselves unable to meet their engagements; a leading firm of Parsee merchants set the example of failing for three millions; and a panic ensued which baffles description. Every one soon discovered that the nominal capital of the numerous companies in existence only represented so much paper money; that a few shrewd men had first started banks and run up the shares to a premium, and then obligingly started financials to lend money to other people to buy these shares from them. The banks, again, had been able to do no business beyond advancing money on the shares of Land Companies brought into being by the Financial Associations; and so the whole show of wealth of these various establishments had depended on nothing but dealing in one another's shares. When the crash came, there was nothing but paper to meet it, and the whole elaborate edifice of speculation toppled down like a house of cards. Men had been playing with counters, not using real money. The shares of land companies might have been supposed to represent valuable property; but the fall in cotton was followed by a depreciation in land which brought down shares from 500 or 600 per cent. premium to a discount. The scales fell from the eyes of the community, and they saw the worthlessness of the properties they had bought under the influence of a strong delusion. A wild rally made at the end of 1865, when the price of cotton was temporarily forced up again—reaching, in December, 17½*d.* a pound,—was quickly followed by a relapse, and by the terrible commercial crisis of the spring of 1866 in England; and then the panic at Bombay set in with renewed intensity. Finally, the master-spirits of the speculative era were themselves pressed hard, and, in their ruin, they brought down institutions whose credit had been esteemed beyond suspicion. Before the end of 1866, every one of the Financial

Associations quoted in our list had failed and gone into liquidation ; all the Banks, with the exception of the Oriental, the Chartered Mercantile, the Chartered, the French Bank, and one or two others which had not their head-quarters in Bombay, had also been swept out of existence ; and not a Land Company remained that was not insolvent, with the exception of the old Colaba Company and the Elphinstone. The latter had done good work, and possessed a valuable property ; and it was able to keep on its way for some years, till a sympathizing Government relieved it of anxiety by kindly buying all its shares at par. The collapse of the Bank of Bombay created much scandal in India and in England ; and the causes of it were investigated by a Royal Commission and discussed two or three times in Parliament, but with no result. It might be easy to fix blame on individuals, but what satisfaction is there in that ? There have been commercial panics elsewhere ; but probably no community ever went so entirely mad as Bombay did in 1864 ; and for the last ten years the Europeans and natives who went through that experience have had too much to do in compromising or trying to pay their debts, to waste time in recriminations. It is pitiful to think of the blighted careers, the lives once full of promise, but now condemned to a hopeless and degrading bondage, which must date their ruin from that fatal year, 1865 ; but what puzzles the critic of the commercial transactions of those times is to guess where all the money went to. Seventy millions came into Bombay ; and what became of it ? Some Europeans went home with large fortunes—Government servants who, when they were forbidden to speculate, winked as they put the price of their Back Bay shares in their pockets and engaged passages to England by the next mail steamer, and a few adventurers who, having had painful experience of financial crises in other parts of the world, had the sense to realize their gains, and retire in time from Bombay. Again, the increased prices of imports, especially of cotton manufactures, during the years 1861-65, took away no inconsiderable proportion of the gains made in the export trade. Probably, too, about six millions sterling in



all may have been spent on reclamations in Bombay which have at all events made the island larger and more wholesome. Nor should it be forgotten that the splendour of the public buildings and useful and benevolent institutions of new Bombay is due to the munificence of the speculators of 1861-65. But an immense amount of money remains, which must have gone up-country or into the hands of a new class of traders who do not come forward prominently in public life.

It is plain that the panic of 1865-66 has done no permanent injury to the trade of Bombay; for a glance at the figures already quoted will show that comparing the year 1861-62, the

first of the American war, with the year 1874-75, the quantity of cotton exported has increased from 34 to 50 million pounds, and the value in nearly the same proportion from  $9\frac{1}{2}$  to  $12\frac{1}{2}$  millions sterling. Compared with years preceding the war, 1874-75 shows an immense stride in advance.<sup>1</sup>

The export of cotton manufactures from India to England began to decline towards the close of last century, and became quite insignificant soon after the beginning of this century. About the same time (1813) that the ports of India were thrown open to English merchant adventurers, protective duties of 70 and 80 per cent. were imposed in Great Britain on cotton and silk manufactures from India, and some kinds of these goods were absolutely excluded.

Free Trade for England only. "Had this not been the case," says Wilson, "had not such prohibitory duties and decrees existed, the mills of Paisley and of Manchester would have been stopped in their outset, and could scarcely have been again set in motion, even by the power of steam, for the cotton and silk goods of India up to this period could be sold for a profit in the British market at a price from 50 to 60 per cent. lower than those fabricated in England. The Indian mills were created, therefore,

<sup>1</sup> The figures for 1875-76, however (see page 106), show a considerable falling off in the quantity and value of the cotton exported, as compared with those for 1874-75.

by the sacrifice of the Indian manufacture." This is going a little too far. England had other markets to look to besides India. She could have got raw cotton from America and manufactured cheap goods for all the world except India; and, if the Indian manufactures had really been so much cheaper than those she could produce, they would never have been displaced in the Indian markets by English piece-goods. The difference of "50 to 60 per cent." in price must refer to a period anterior to the wonderful change caused by the improvement of machinery in England. Professor Wilson cannot be familiar with the magnitude of that change, or he would not suppose that free trade could ever have enabled hand-made cotton goods to compete successfully with goods made by machinery. English calico became so plentiful and good, besides being extremely cheap, that it superseded silk, and so ruined the weavers of Spitalfields as well as those of Bengal. Macpherson, in his *Annals of Commerce*, says:—"The manufacture of calicoes, which was begun in Lancashire in the year 1772, was now (1785) pretty generally established in several parts of England and Scotland. The manufacture of muslins was begun in the year 1781, and was rapidly increasing. In the year 1783, there were above a thousand looms set up in Glasgow for that most beneficial article, in which the skill and labour of the mechanic raise the raw material to twenty times the value it was of when imported. Bengal, which for some thousands of years stood unequalled in the fabric of muslins, figured calicoes, and other fine cotton goods, is rivalled in several parts of Great Britain. The rapid increase in the number of spinning engines, which took place in consequence of the expiration of Arkwright's patent, forms a new era, not only in manufactures and commerce, but also in the dress of both sexes. Formerly, a handsome cotton gown was not attainable by women in humble circumstances; and thence the cottons were mixed with linen yarn to reduce their price. But now cotton yarn is cheaper than linen yarn, and cotton goods are very much used in place of cambrics, lawns, and other expensive fabrics of flax; and they have almost totally superseded the silks. Women of all ranks, from the highest to the lowest, are

clothed in British manufactures of cotton, from the muslin cap on the top of the head to the cotton stocking under the sole of the foot." It was some time, however, before British manufactures began to supplant the manufactures of India in their own home. Lord Castlereagh stated, in the debates of 1813, that in the last twenty years the export of cotton manufactures to India had increased from £2,000 to £108,000, and was clearly a growing trade. Mr. Sullivan said, about the same time, that the average export of manufactured cottons from 1792 to 1796 was £730, whilst between 1807 and 1811 it was £96,980. From these small beginnings the trade grew to its present vast dimensions. The following retrospective glance at the import trade in piece-goods and yarn since 1849 is quoted from the valuable report of the Bombay Chamber of Commerce for 1874 :—

YEARS.	PIECE-GOODS.			YARNS.		
	Bombay.	Calcutta.	Madras.	Bombay.	Calcutta.	Madras.
	Yards.	Yards.	Yards.	lbs.	lbs.	lbs.
1849...	120,392,330	132,889,901	.....	5,438,155	16,079,246	.....
1850...	105,422,734	153,627,635	5,228,970	4,374,699	13,076,530	1,289,835
1851...	116,351,747	213,757,342	3,712,729	6,394,321	18,281,592	1,289,835
1852...	113,567,856	163,851,027	3,731,934	5,681,870	13,946,539	1,503,000
1853...	130,838,032	172,098,876	8,038,050	6,840,463	15,350,537	2,068,994
1854...	192,200,419	271,208,527	8,695,054	7,668,093	15,650,107	1,946,584
1855...	128,193,027	256,069,194	6,542,924	7,447,529	16,901,310	2,107,969
1856...	130,459,853	275,016,345	4,517,581	4,559,670	15,124,557	1,923,999
1857...	137,761,636	236,190,273	9,375,347	2,838,644	10,691,863	2,370,741
1858...	281,836,364	416,362,074	15,431,647	8,744,517	18,369,490	4,036,325
1859...	307,086,509	520,899,016	20,425,632	12,899,875	20,043,485	5,741,441
1860...	287,443,986	403,351,123	20,648,072	4,571,134	16,641,847	5,656,930
1861...	272,573,717	418,671,687	14,628,188	5,578,828	13,933,256	3,694,965

YEARS.	PIECE-GOODS.			YARNS.		
	Bombay.	Calcutta.	Madras.	Bombay.	Calcutta.	Madras.
	Yards.	Yards.	Yards.	lbs.	lbs.	lbs.
1862...	178,803,604	295,508,637	9,748,215	4,811,384	9,594,896	1,675,239
1863...	232,321,038	234,645,116	16,352,677	5,592,995	10,394,931	3,702,562
1864...	189,812,984	223,036,538	14,787,062	4,268,662	8,742,699	3,447,635
1865...	175,466,677	319,047,954	17,291,103	4,073,811	6,981,809	2,232,948
1866...	243,476,368	511,572,331	22,031,805	6,877,968	10,795,517	4,629,986
1867...	316,784,109	528,449,556	23,258,498	6,563,649	13,006,019	4,684,638
1868...	355,337,050	619,101,683	31,793,397	7,780,303	13,136,463	6,873,396
1869...	296,758,439	518,741,346	29,683,469	7,931,949	11,858,210	7,773,638
1870...	272,898,226	637,639,911	45,750,099	9,946,299	16,816,936	8,649,598
1871...	305,416,233	684,926,367	47,561,133	6,097,531	12,041,848	6,876,841
1872...	262,849,273	657,123,291	43,177,871	6,163,813	11,490,636	8,619,040
1873...	349,031,830	664,987,114	57,666,809	8,667,090	11,192,248	8,918,841

The Chamber remarks concerning this table that "had the annual progressive increase to Bombay, Calcutta, and Madras continued, the imports to the three Presidencies would in 1873 have stood thus :—Bombay 1,166,989,969, Calcutta 2,482,192,622, and Madras 246,087,346 yards of Piece-goods, and Bombay 23,727,039, Calcutta 26,856,319, and Madras 42,041,133 lbs. of Yarns, instead of Bombay 349,031,830, Calcutta 664,987,114, and Madras 57,666,809 yards of Piece-goods, and Bombay 8,667,090, Calcutta 11,192,248, and Madras 8,918,841 lbs. of yarns, respectively." What, then, is the cause of the check that has been given to

Cotton Mills at Bombay. the natural increase of this branch of trade in a country in which the facilities for reaching up-country markets are a thousand times greater than they were twenty-five years ago? It is the introduction at Bombay of the system of manufacturing cotton goods and yarn by machinery instead of by hand that has arrested the development of the English import trade. Bombay has begun, in fact, to fight Manchester with her own weapons; and the contest is already a serious one. The Bombay Spinning Company started a Mill at Bombay in 1854, and the following tables show the progress made by this industry during the last twenty-two years :—

<sup>1</sup> In the year 1875-76 the quantity of Twist and Yarn imported into Bombay was only 7,293,637 lbs., showing the progressive decay in this branch of trade. The demand for piece-goods, on the other hand, is well maintained.

## MILLS IN BOMBAY.

STATEMENT showing the Number of Spindles and Looms, and the Approximate Total Daily Production of Yarns, (say) averaging 20s, by the Local Mills, and the Proportion used in making Cloth.

Names of local Mills.	Date of formation.	Capital.	Spindles.	Looms.	Yarn.			Increase of Spindles.	Contemplated Extension.
					Total production.	Used in making Cloth.	Available for sale.		
					lb	lb	lb		Looms.
Albert Mills Co., Ltd.	May 11 1865	8,00,000	19,000	None	4,500	None	4,500	..	..
Alexandra Spin. & Weaving Co. Ltd.	Oct. 9 1868	9,00,000	15,632	200	4,000	3,000	1,000	10,000	150
Alliance Spin. & Weaving Co., Ltd.	Jan. 10 1857	12,50,000	22,000	None	5,100	None	5,100	5,000	200
Arkwright Spinning Co.	Foundation laid in 1861.	1,40,000	5,000	None	1,200	None	1,200	..	..
Bombay Spin. & Weaving Co., Ltd.	Date of lease Nov. 3, 1855; erection begun in 1854.	5,50,000	29,000	None	5,100	None	5,100	..	..
Bombay United Spin. & Weaving Co., Ltd.	Feb. 21 1860	9,00,000	21,000	351	5,800	3,300	2,000	..	..
Fleming Spin. & Weaving Co., Ltd.	Aug. 8 1860	18,75,000	35,300	748	8,000	6,000	2,000	..	..
New Dhurumsey Poonjabhoy Spin. & Weaving Co., Ltd.	Aug. 1 1860	50,00,000	90,000	1,002	15,000	9,000	6,000	15,000	200
Jewraj Balloo Spin & Weav. Co., Ltd.	Dec. 28 1872	7,50,000	22,500	None	5,000	None	5,000	..	200
New Great Eastern Spin. and Weaving Co., Ltd.	Sept. 17 1860	15,00,000	30,488	608	7,500	5,500	2,000	..	55
Morarjee Goculdas Spin. and Weaving Co., Ltd.	Aug. 10 1871	12,00,000	26,000	275	6,000	3,000	3,000	5,000	130
Oriental Spin. & Weaving Co., Ltd.	Sept. 19 1855	25,00,000	51,000	920	11,500	9,500	2,000	20,000	300
Sunderdas Spin & Weaving Mills Co., Ltd.	Feb. 5 1872	10,00,000	21,000	None	5,000	None	5,000	..	150
Victoria Manufacturing Co., Ltd.	Mar. 22 1860	6,00,000	13,885	None	3,250	None	3,250	..	..
Hindustan Spin. & Weaving Co., Ltd.	Aug. 27 1873	10,00,000	25,200	None	4,500	None	4,500	..	225
Manockjee Petit Spin. & Weav. Co.	June 17 1861	25,00,000	61,000	1,000	14,000	8,000	6,000	..	..
Total	.....	Rs 2,24,65,000	4,88,005	5,104	1,04,950	47,300	57,650	55,000	1,610

## MILLS UP-COUNTRY.

**STATEMENT showing the Number of Spindles and Looms and the Approximate Daily Production of Yarns, (say) averaging 20s, of Mills up-country, and the Proportion used in making Cloth.**

Names of Mills and Localities.	Date of formation.	Capital.	Spindles.	Looms.	Yarn.			Contemplated Extension	
					Total Production.	Used in making Cloth.	Available for sale.	Increase of Spindles.	Increase of Looms.
<i>Ahmedabad.</i>									
Ahmedabad Spinning and Weaving Co. ....	Aug. 18 1858 .....	{ Original 3,00,000	20,000	200	lbs.	lbs.	lbs.	...	...
Becherdas Spinning & Weaving Co. ....	Nov. 1 1864 .....			100	4,500	2,500	2,000	...	...
		5,00,000	15,000	100	3,500	800	2,700	...	...
<i>Surat.</i>									
Jaffer Ali Spinning & Weaving Co., Ltd. ....	Mar. 10 1861 .....	4,50,000	10,000	100	2,700	1,000	1,700	5,000	...
<i>Broach.</i>									
Broach Mills Co., Ltd. ....	May 10 1870 .....	6,00,000	17,500	None	3,500	None	3,500	12,000	250
Alfred Mills Co., Ltd. ....	July 21 1873 .....	2,50,000	5,000	None	1,170	None	1,170	3,600	...
<i>Indore</i>									
Maharajah Holkar's Mills.....	.....	8,50,000	10,274	225	2,200	1,100	1,100	...	...
<i>Bhowmuggur.</i>									
Bhowmuggur Mills and Press Co. ....	Sept. 2 1871 .....	6,00,000	12,000	None	2,500	None	2,500	...	200
<i>Julgaum.</i>									
Khandeish Spinning & Weaving Co. ....	Nov. 18 1873 .....	7,50,000	15,000	200	2,000	500	1,500	...	...
Total	..... Rs.	43,00,000	1,04,774	825	22,070	5,900	16,170	20,600	450

*New Mills in contemplation and in course of completion at Bombay.*

Names of Mills.	Date of Formation.	Capital.	Number of Spindles.	Number of Looms.	REMARKS.
Shamjee Jadowjee's Mill	Foundation laid in 1872	8,00,000	20,000	...	Working.
National S. and W. Co.	February 5 1874	5,00,000	17,000	...	Do.
Colaba Land Co.'s Cotton S. and W. Mill	July 1 1874	10,00,000	25,000	300	Do.
Colaba S. & W. Co., Ltd.	July 9 1873	9,00,000	35,000	300	Do.
Sassoon's S. & W. Co.	March 5 1874	15,00,000	50,200	750	About to commence working.
Nicol Press and Manufacturing Co.	October 25 1873	12,00,000	21,500	None	Working.
Khatao S. & W. Co.	October 19 1874	10,00,000	30,000	300	Do.
Prince of Wales S. & W. Co.	July 14 1874	7,50,000	20,000	200	Do.
Mandvi S. & W. Co.	July 29 1874	6,00,000	25,000	None	Do.
Coorla S. & W. Co.	July 14 1874	8,00,000	25,000	300	Do.
Mazagon S. & W. Co.	August 20 1874	10,00,000	30,000	300	Do.
Manchester & Bombay S. & M. Co., Ltd.	.....	10,00,000	...	...	
Anglo-Indian S. & M. Co.	Nov. 4 1874	30,00,000	...	...	
Total	Rs.	1,40,50,000	3,18,700	2,650	

*New Mills in contemplation and in course of completion up-country.*

Names of Mills and Localities.	Date of Formation.	Capital.	Spin-dies.	Looms.	REMARKS.
<i>Surat.</i>					
Goolam Baba S. & W. Co., Ltd.	May 14 1874	6,00,000	20,000	100	Working.
<i>Madras.</i>					
Madras S. & W. Co., Ltd.	Aug. 18 1873	3,75,000	15,000	None	Do.
Madras United S. & W. Co., Ltd.	Dec. 22 1873	3,50,000	12,000	...	Do.
<i>Sholapore.</i>					
Sholapore S. & W. Co.	Dec. 10 1874	5,00,000	...	...	
<i>Hydrabad (Deccan.)</i>					
Hydrabad (Deccan) S. & W. Co.	Feb. 25 1875	7,00,000	20,000	125	
<i>Nagpore.</i>					
Central India S. & W. Co.	Sept. 5 1874	12,50,000	30,000	500	
<i>Neriad.</i>					
Neriad S. and W. Co.	October 24 1874	4,00,000	10,000	None	Working.
Total	Rs.	41,75,000	1,07,000	725	

All Bombay mills, with perhaps hardly any exception, have been formed on joint-stock principles and conducted under the provisions of the Companies' Act of 1866. They are managed by a chairman and board of six to eight directors, with the assistance of a secretary or firm of "agents." The "agents" get one-quarter anna per pound on all cotton manufactured at the mills as a bonus for having started them ! The duties of the secretary are to conduct correspondence, supervise the office and mill establishments ; in fact, he may be said to conduct the administrative portion of the company's work, of course under the order of a Board of Directors. The "Agents" purchase cotton, coal, stores, &c., and effect sales of yarns and cloths. These may be considered as the executive officers of the company. In many a company the duties are often combined, so that the firm of Agents are also Secretaries and Treasurers and wield more or less power according to certain documentary agreements. The mill is conducted almost everywhere under the immediate supervision of skilled European mechanics. There is a manager, a weaving master, a spinning and cording master, and an engineer. Sometimes the mill manager understands both the work of an engineer and spinning or weaving master. In such cases the company employing such a man saves a few hundred rupees a month. These English skilled workmen are all engaged in England by the machine manufacturers, such as Messrs. Hicks Hargreaves and Co. or Platt Brothers and Co. Their term of engagement is for two or three years, after which it is renewed at the option of the owners or masters. Their respective salaries range from 300 to 500 rupees a month. In some mills competent natives now occupy the position of managers. The mill-owners are now alive to the importance of having skilled native artisans, and therefore at every mill may now be found some young man working out his apprenticeship in the various departments. But the day is still distant when it will be possible for a Bombay mill to be worked by native skill alone. An experienced manager of



one of the largest mills estimates the cost of production, so far as the price of labour enters into it, as not less in India than in England; for, although the Indian work-people get lower wages, they cannot do the work of English or American factory hands. It is especially worthy of note that the Indian operatives are found wanting in exactness and power of sustained and concentrated work. A middle-sized mill, say of fifteen lakhs, having 30,000 spindles and 600 looms, employs on an average 1,000 people, whereof 100 or thereabouts are boys and girls, 100 women and 800 male adults. The hours of work are from 6 A. M. to 6 P. M., with an hour for recess in the middle of the day for meals and smoking: nearly every mill has a smoking-shed. Fresh Vehar-water is freely supplied to all operatives, and generally they are all well cared for, much better than workpeople employed in other industries in Bombay. Perhaps it is not known that in the various backslums of Bombay there are large warehouses for wool, coffee, rice and a hundred articles, inclusive of leather. These are generally ill ventilated, the square room of space for each to work is crammed; the light is not enough, and the hours of work as many as twelve to fourteen with but little recess. The average wages earned by the various cotton mill operatives are as follows:—

For each boy or girl .....	5 Rupees.
For „ female .....	8 „
For „ male .....	16 „

It must be said here that the work of the boys and girls is very light, such as removing full bobbins and replacing them by empty ones, running from one room to another for bobbins, and so on. Females are employed in the ruling and winding departments only. Their work is comparatively light; it is tedious, but not of a fatiguing character. Besides, they are allowed to go home half an hour or an hour earlier than the men. The males are almost all engaged on piece-work. The head jobbers earn as much as 70 and 80 rupees a month. On an average a mill of the description named above, namely one having 30,000 spindles and 600 looms, would consume per month

—cotton, 288,000 lbs ; coal, 286 tons ; stores and other articles worth Rs. 8,000, and would pay wages to labourers amounting in round numbers to Rs. 13,000. It would produce 220,000 lbs. of yarn, and 200,000 lbs. of cloth per month.

Not only does Bombay now compete with Manchester in the Indian market, but she exports her own manufactures, thus reviving a trade which twenty-five years ago was almost extinct. The value of the exports of cotton goods and yarn from

**Export of Indian Cotton Manufactures.**

Bombay in 1864 did not exceed £43,000. During the next five years it rose to an average of, according to the Custom House returns, £341,000, but this was during the period of inflated prices caused by the American war, and the returns must include goods other than those manufactured by the local mills. From 1869-70, however, to 1873-74 the exports consisted of 4,419,631 yards of Piece-goods, valued at £85,782, and 1,673,758 lbs. of yarn, valued at £39,492. In 1874-75 the exports were :—

Piece-Goods.		Yarn.	
Yards,	£	lbs.	£
6,960,721	127,819	2,799,526	146,003

The figures for 1875-76 show a very great improvement. They are as follows :—

Piece-Goods.		Yarn.	
Yards.	£	lbs.	£
8,100,688	1,534,330	6,098,679	280,835

The removal, in 1875, of the export duty of 3 per cent. on country manufactures has evidently given a fresh stimulus to this industry, which is, moreover, protected in its competition with Manchester by import duties on English piece-goods and yarn ; but at present the feeling is that, having regard to the difficulties—which, however, ingenious men are busily occupied in trying to overcome—of manufacturing Indian cotton at a profit into any but the coarser makes of goods, the investment of capital in spinning and weaving mills has been overdone.

The quantities and values of other principal articles imported into Bombay were for the year 1875-76 as follow:—Spirits, 216,332 gallons valued at £200,128; wines, 168,125 gallons, £148,635; metals, 1,092,270 cwt., £1,321,913; raw silk, 2,140,607 lbs., £597,406; sugar, 586,804 cwt., £861,849; tea, 2,089,521 lbs., £200,007; woollen piece-goods 2,971,435 yards, £293,962. The exports of Indian produce, other than cotton and cotton goods, comprised:—Grain 1,208,662 cwt., valued at £521,616 (this valuable branch of trade has been created, we may say, during the last ten years, and is gradually increasing); 1,754,885 hides and skins, £228,903; 41,586 chests of opium, £529,608; 3,102,538 cwt. seeds, £1,721,876; spices, 5,415,036 lbs., £111,960; and raw wool, 16,200,512 lbs., £697,636.

Opium, it will be observed, now ranks next to cotton in value as an article of export, the trade in it being worth from five to six millions sterling per annum, of which sum two to two and a half millions represents the clear revenue derived by the Government from a transit duty on the drug of Rs. 600 a chest. Milburn does not mention opium at all in his list of exports from Bombay at the beginning of this century, and up to 1819 no opium found its way to this port. In that year, however, the peace with Holkar opened to Bombay easy communication with the province of Malwa, in Central India, where, says Wilson, "the cultivation of the poppy had been long carried to a considerable extent, and opium of a very good quality largely manufactured—partly for domestic consumption, and partly for export to Rajpootana and Guzerat. The disorders which had been so fatal to agriculture and commerce had hitherto set limits to the production and checked the export, and little or none of the manufactured drug had found its way to the seaside for exportation to the chief seats of the consumption of Indian opium—the eastern islands and China—the markets of which had hitherto been exclusively supplied by the gardens of Benares and Behar. The establishment of tranquillity opened to

the inhabitants of Malwa a prospect of participating in the profits of this trade, and the native merchants soon began to export opium, not only to various places on the Continent, but to ports on the western coast for shipment to the eastward." The East India Company, seriously alarmed for the security of their opium revenue, imposed prohibitory duties at all the Presidencies on opium not produced in British territory; but they could not stop the traffic in Malwa opium from being carried by circuitous channels through the territory of Native Princes. One principal route was by Marwar and Jessulmere, across the desert to Kurrachee in Scinde, whence the opium was shipped to the Portuguese settlements, Diu and Damaun, in the Gulf of Cambay, and thence exported to China in country and Portuguese vessels. The Company, however, prevailed upon the Native Princes to prohibit the cultivation of the poppy and the sale and transit of opium in their States; but ultimately had the sense to discover that they were thus ruining Malwa, and that it would be far more profitable to make arrangements for the exclusive purchase of the Malwa opium by the agents of the Government of India in that province. In 1822-23, the sales of Malwa opium produced £1,158,000 and, in 1823-24, £1,380,000. The trade is now in the hands of Marwaree mercantile firms, who buy the opium in Malwa and obtain passes from the Governor-General's agent for its carriage to this port by way of Indore or Ahmedabad.

<p>The value of the Pearls imported during the year from the Persian Gulf was £136,855. Bombay is still the principal pearl market in the East.</p>	<p>Pearls.</p>
<p>Horses are still imported from Arabia and Persia, but not in such numbers as formerly. In 1875-76 Bombay imported 160 horses, valued at £3,340, from the Persian Gulf. Frequent shipments of horses are now made to this port from Australia.</p>	<p>Horses.</p>

The following statement shows the value of the whole foreign trade of Bombay for 1875-76 and the five years immediately preceding:—

<p>Value of whole Foreign Trade of Bombay.</p>	<p>Trade of Bombay.</p>
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	1875-76.	Annual average of the five years, 1870-71 to 1874-75.
<b>Imports—</b>	<b>Ra.</b>	<b>Ra.</b>
Merchandise .....	13,47,24,382	11,00,07,230
Treasure .....	3,59,90,576	4,20,39,090
Government treasure .....		
Do. stores .....	47,17,539	50,04,061
<sup>1</sup> Total.....	17,07,14,958	15,20,46,320
<b>Exports—</b>		
Merchandise .....	21,36,08,896	22,55,50,744
Treasure .....	1,07,59,119	83,77,636
Government treasure .....	7,90,000	11,06,316
Do. stores .....	1,09,470	69,272
<sup>1</sup> Total.....	22,43,96,005	23,39,28,390
<b>Total of foreign trade.</b> { Merchandise .....	34,83,33,268	33,55,57,974
{ Treasure .....	4,67,79,695	5,04,16,726
<sup>1</sup> Total.....	39,51,12,963	38,59,74,700
Government stores and treasure .....	56,17,059	61,79,649

The coasting trade in 1875-76 was valued at :—Imports, Coasting Trade. £3,668,350, and exports, £3,698,250.

Since the opening of the Suez Canal, in 1869, a complete revolution has been effected in the shipping trade between Bombay and Europe. Trade with Europe now carried on principally in Canal steamers.

Formerly the bulk of the trade was conveyed in ships round the Cape ; now the larger proportion of it is carried by steamers through the Canal. In 1875-76 there were 211 arrivals and 206 departures of Canal steamers as against 179 arrivals and 173 departures for the preceding year. In 1875-76, 325 steamers, with a tonnage of 380,289 tons, entered Bombay with cargoes, against 542 ships with a tonnage of only 231,448. As many as 337 steamers, tonnage 404,302, cleared, against 438 ships, tonnage 169,032. The number of vessels employed in the coasting trade was :—Entered, 6,883, tonnage, 403,477 ; and cleared, 2,705, tonnage, 272,849, with cargoes, and 3,794, tonnage 188,460 in ballast.

<sup>1</sup> These totals are exclusive of Government stores and treasure.

The necessity of reducing so bulky an article as cotton into the

**Cotton Pressing.** narrowest compass before shipping it to Europe led to the introduction at an

early date (1694) of machinery for screwing the loose bales down into bales of smaller measurement. Improvements have been continually made in the cotton screw, till now the pressure applied is so enormous that fully three of the ordinary up-country "docras" of cotton can be screwed into one full-pressed bale of 392 lbs. Much of the pressing is now done in the cotton districts of the interior, to save railway carriage to Bombay; and a continually decreasing proportion of the cotton crop will probably be left from year to year to be pressed in Bombay. The following is a list of the Presses now working here :—

	No. of Presses.	No. of Cylinders.	Diameter of Ram.	Hydraulic pressure per $\square$ .	Area, actual superficialities.
Colaba Press Company .....	6 Nasmyth's .....	3	11	2½	285*
Sassoon Press Company .....	6 Do. ....	3	11	2½	285*
Apollo Press Company .....	16 half-pressing ....	...	...	...	...
Apollo Press Company .....	8 Finishing West's geometrical .....	1	16	1½	201*
Bombay or Indian Press Company ..	12 half-pressing Nasmyth's .....	3	9	...	..
	1 Double finishing Weir's .....	2	18	2	509 <sup>1</sup>
	2 Finishing .....	2	18	2	509 <sup>1</sup>
Scott Press Company .....	7 Wilson's combined lever and hydraulic .....	...	11½	2½	330 <sup>26</sup>
Prince of Wales Press Company .....	4 Hodgart's .....	1	8	...	..
Framjee Cowasjee Press Company ..	6 Brunton's .....	1	7	...	..
	6 Finishing .....	1	15	2½	310*
Hydraulic Press Company .....	6 .....	1	13	...	..
	3 Finishing .....	2	14	2½	367 <sup>87</sup>
Fort Press Company, Colaba .....	12 Nasmyth's .....	3	11	2½	285*
Fort Press Company, Fort .....	6 do. ....	3	11	2½	285*
Acbar .....	6 do. ....	2	11	2½	...
Do. ....	2 do. ....	3	11	2½	...
Imperial .....	4 do. ....	2	11	2½	...
Do. ....	2 do. ....	2	13	2½	...

<sup>1</sup> Correctly 505·939.

It must not be supposed that either the English or the Bombay mills have yet succeeded in completely displacing the hand-made manufactures of India. Probably the natives throughout the country still make most of their clothing themselves. Mr. Terry, in his chapter on manufactures in the Bombay Administration Report for 1872-73, says that cotton is manufactured into cloth in every village of any importance in this Presidency. "The cotton is cleaned and spun into threads by nearly every class of people, and some workers are established in each town, partly weavers, partly agriculturists, who supply the wants of the community. The cloth on leaving the loom is dyed. Dyeing is carried on wherever sweet water is procurable. In the north of Gujerat the favourite colour is red, and in Kattiawar the prevailing colours are red combined with deep brown and yellow. Blue and green, in combination with red and yellow, are more prevalent in the south of Gujerat and in the Mahratta countries. The great distinction, however, between the Gujerathee and Marathee-speaking races is in the decoration of cotton goods; the purely Mahratta people seldom wearing printed cotton goods, while the inhabitants of Gujerat proper and of Kattiawar prefer them to all others. The only printed stuffs worn by Mahrattas are ornamented with metal-leaf decorations or pastes. Their usual sarees and cholis are dyed while in the thread, and are either made of cotton only, or combined with silk on the looms. The decorations consist principally of a simple border round the saree, and of parallel bands of various depths and colours at one end called 'padar' or 'palao.' The more expensive articles are frequently finished off with gold and silk lace. Printed cotton goods are manufactured in all the large towns of Gujerat. There are few places of any importance without streets of 'Chaparias' or 'Bhansaras' (printers). It is to be noticed that the further the locality is removed from the direct influence of the railways the better the work is. This is owing to the competition of European cotton goods, which are sold much cheaper, and are more brilliant in colour, although less strong and durable, than the native manufactures. Most of the lower classes still wear home-spun and woven goods; but the cotton mills erected in Bombay, Broach, and in other parts of the Presidency, have introduced threads and cloths which are readily bought up, and upon which the native chaparias display their taste and skill."

A number of printers of sarees are settled in Bombay, and much of the cloth manufactured at the Bombay mills is dyed in the

vicinity of the city, and exported to the Deccan and Concan for the use of the Mahomedan community. Ahmedabad, Yeola, Ahmednuggur, Malligaum, Poona, and Dharwar are all celebrated for their cotton goods; and at most of these places, as well as at Bombay, silks are woven and dyed for rich sarees, kincobs, turbans, &c. "The kincob, the richest kind of woven fabric produced in this

#### **Kincobs.**

Presidency, is either all gold thread and silk, or silver, gold, and silk.

This fabric assumes different names according to the design or the quantity of gold or silver thread it contains. The kincobs of Ahmedabad and Surat are celebrated and sought after by the wealthy from all parts of India. Yeola, Poona, and Nassick have also a great reputation for silk or cotton sarees finished with rich gold or silver and silk borders, beautifully filled in with designs executed on the

**Bombay Silk and Cotton looms.** Bombay does not produce Sarees.

the more valuable class of these goods; but both Hindus and Mahomedans manufacture silk cloth, which is sold for gagra (petticoats) and cholis (breast cloths) to the up-country and Gujerat people. Some of their looms are situated near the Jail and round the Baboola tank. The different sorts of brocaded stuffs known as kincobs, hemrus, masrus, lapas and tas, are worked as sarees, cholis, waistcoats, pagaris, shoulder-cloths, kamarbands, izars, &c., &c. The higher-caste Hindu women of Kattiawar and Gujerat, as also the Memon, Khoja, Bora, and other Mahomedan women, wear the chindari or chapa work either plain or with rich borders. A large number of people have from early times been employed on all these manufactures throughout the Presidency, but their profits and the number of work-people are rapidly diminishing, owing to the introduction of European goods."

"Gold and silver thread enter largely into the manufacture of silk and cotton goods. In the preparation

#### **Gold and Silver Thread Manufacture.**

of this thread the metal is attached by the application of heat, the operation being performed with such nicety that one rupee's worth of silver can be drawn out to nearly 800 yards. Before being used in the loom, this metallic thread is generally twisted with silk. In the manufacture of the fabric known as tas, however, the gold and silver wire is



beaten flat, forming the warp to a woof of thin silk or cotton thread. The working up of this thread into ornamental edgings for sarees is an active branch of the manufacture. The richest and most highly prized border is the 'Shikar' pattern made in Poona."

"In Bombay also gold and silver thread is manufactured and used for lace. Embroidery on silk cloth and cotton, in gold, silver, and silk thread, is carried on to some extent in Hyderabad, in Sind, principally for the European markets. Caps, slippers, cushions, covers, chogas, sajas, waistcoats, &c., are made for Mahomedans. Nauanagar and Gondal, in Kattiawar, produce the richest and best-worked silk embroidery, for which Kutch gets the credit. Baroda, Surat, and Bombay also manufacture embroidery for the Mahomedan and Parsee communities. Embroidered silks are little worn by Hindus, except by the women of Gujerattee castes."

"Fibres are used for the manufacture of paper in Ahmedabad, Baroda, Surat, Nassick, Bombay, and Kolhapore. The samples turned out are, however, of small market value. Mats, beds, &c., are manufactured from coir (cocoanut fibre) in the Bombay Jail and in the bazaars." There is a small paper mill at Bombay which

turns out good packing paper and strong coarse paper of the kind used by the natives for writing accounts upon; but the manufacture of printing paper, for which there is an extensive and increasing demand, has not yet been successfully attempted on this side of India.

"The woollen manufactures of this Presidency are but few. In Sind, saddle-cloths, blankets, and felts are made. Throughout the rest of the Presidency there is, except among the poorest classes, but little demand for woollen stuffs."

"Although not very well prepared, leather is worked into a variety of articles in Sindh, Kutch, Kattiawar, Gujerat, Baroda, Khandesh, Bombay, Poona and Sawantwaree. One of the most curious of leather articles is the jar (dabaro), used for holding oils and ghee. The dabaro is made by stretching fresh skins over a dry hollow mould

of clay. The skin is left in this position until it has become dry, when the clay mould is broken, the leather retaining the form of the earthen jar. The rim is made by twisting pieces of skin round clay, the latter being left inside. Leather scales are made on circular earthen jars (*matkas*); the best are from Ahmedabad. Surat leather-bottle workers buy up old articles and re-model them. In Sind the chief leather manufactures are saddle-covers for camels and horses, shoes, leggings, and accoutrements. Ahmedabad still keeps up the manufacture of shields; but they are now only purchased by Europeans as ornaments, though some fifteen years ago they were commonly used as weapons of defence by the Arab mercenaries. Very good boots and shoes, saddles, bags, &c., are made in the European fashion by native workmen, under European superintendence, in Bombay and Poona." Formerly, very good army accoutrements, manufactured in Bombay, were supplied for the use of the British troops; and Mr. Tanner, of Bombay, realized a large fortune in this branch of business during the years of the Mutiny. Now, however, accoutrements can be bought more cheaply in England.

"Little, except the commonest, pottery is to be met with throughout the Presidency; yet it is manufactured almost everywhere, as there is a constant demand for it amongst the poorer classes, who cannot afford to purchase copper vessels. Glazes are seldom, if ever, used, except in one or two localities. *Matkas* are polished by the friction of pebbles attached to a string and applied by the right hand, while the vessel is made to revolve by the left. A similar process is performed with a stick. Sind produces the best pottery of Western India. The art was introduced, or at all events developed by the Mahomedans, whose chiefs, the Ameer, gave it every encouragement. Magnificent tombs and mosques, now in ruins, testify to the great degree of excellence the potters had attained. The art of glazing, which those potters possessed, has been transmitted down to the present day, but the work and materials have lost much of their original excellence. An effort is being made at the Bombay School of Art, to keep up and revive this art, which may yet with proper care regain its former usefulness and celebrity." At the School of Art clay from Santa Cruz or Belvedere Hill in Bombay has been used, and is found to take and keep the glaze better than any kind of clay previously tried; and well-designed ornamental flower-pots are made of it, which command high prices.

"Gold and silver are worked into ornaments throughout the

**Precious Metals, &c.**

Presidency. The custom of loading women and children with the greater part of their wealth, practised by all classes and castes of natives, ensures everywhere to goldsmiths a lucrative trade. The usual method adopted is to place in the goldsmith's hands the metal to be converted into ornaments, he generally charging from 8 annas to Rs. 2 or 3 per tola for his labour. The poorer classes wear many ornaments made of baser metal. Sind goldsmiths' work is very beautiful, but is not generally met with out of that province. The embossed Kutch gold and silver work is much sought after; it is richly decorated, and done by hand. The following is an account of the process of embossing. After the metal, which is beaten out into a sheet, has been cut into the required form, soft lac is run in as a backing, and the intended design traced by the point of an instrument on the surface of the ornament. The lines thus marked out are then forced, by blows of a hammer, below the level of the general surface; and, finally, the parts standing out in relief are chased and polished. Kutch workers have established themselves in various parts of Gujerat; the reputation for silver work which Ahmedabad has for some time enjoyed, being due entirely to the presence in that city of a colony of Kutch silversmiths. Strong and massive articles of gold and silver are manufactured in Kattisawar." In the city of Bombay there are 2,875 goldsmiths, who find constant and lucrative occupation.

In 1667, the English exempted pearls, diamonds, and other pre-

**Precious Stones.**

cious stones from payment of import duties, and encouraged diamond merchants to settle in Bombay; and we find Mr. Warden, in 1812, lamenting that the imposition of duties on precious stones in 1810 had led to smuggling, and kept the diamond merchants from resorting to Bombay, and recommending therefore that the duties should be repealed. This course was taken, and the former liberal policy of the Company reverted to. There are now in Bombay 308 jewellers and dealers in precious stones. Diamonds are very plentiful here, and some of them remarkably fine. They are mostly imported from other parts of India, but many brilliants are now exported from England. The wealthy natives expend large sums in the purchase

of pearls, diamonds, and emeralds, and are very good judges of the value of precious stones. "Cornelians, agates, &c., are worked in Cambay, and are brought from Ratanpoor, near Broach, and other places. In Bombay a brisk trade is carried on in these stones with the European community; they are seldom used by the natives, except for the decoration of children."

Bombay is celebrated for the manufacture of carved blackwood Furniture and Lacquered furniture. Screens, tea-poys, writing-Ware. desks, and flower-stands of this kind of work are generally very elegant in appearance, and often of exquisite design; but the ordinary couches, chairs, and large tables of carved blackwood are heavy and clumsy, and the use of them has been given up in Bombay in favour of the polished blackwood furniture made by Messrs. Deschamps and Mr. Jamsetjee Nowrojee. "In Sind, furniture suited to native wants is made, as well as toys, ornamented beautifully with lac. In Ahmedabad, Baroda, and Surat, lacquered furniture is manufactured. The first and last of these places are also famous for their blackwood carved furniture and other woodwork. Most of the houses in Ahmedabad are covered with elaborate wood-carving, and this is the case, but to a lesser degree, in Broach, Baroda, and Surat. Photographs of many of these carvings have been taken for the South Kensington International Exhibition of 1874."

Very good cocoonut fibre matting is made at the House of Correction, and is useful for covering the floors of verandas, billiard-rooms, &c. China matting was till of late years almost invariably used for dining, drawing, and bed-rooms, but is now being discarded in favour of the more attractive reed matting of Madras, which is manufactured for the cabinet-makers by Madras workmen in Bombay.

The most active industry in Bombay is the manufacture of the copper cooking pots and other utensils of universal use among the natives of India. The Copper Bazaar, opposite the Mombadevy Tank, is the busiest and noisiest street in the native town. We learn from the Census that there are 1,069 coppersmiths and 1,536 blacksmiths in Bombay.

The coach-builders of Bombay now turn out "country-built" carriages, inferior in elegance indeed to the best vehicles from Long Acre, but of substantial and good workmanship. The Railway Companies have workshops of their own at Byculla and Parell, where they manufacture all kinds of rolling stock, except engines, and the quality is as good as could be desired.

"Iron work, besides cutlery, is still hammered with great skill in Ahmedabad, where formerly there were some very fine workers in metal. The beautiful gates of the tomb of Shah Alam are examples of perforated brass work." Though Bombay has to import all her iron as well as her copper from England, great progress has been made in the iron industry here, and now, with the important exception of machinery, there is hardly any description of iron work which cannot be manufactured in Bombay.

The Bombay Metal Mart (W. Nicol and Co.) has been established for seventeen years and was originally intended to supply a good class of iron and iron goods to engineers in Bombay and in the Mofussil. The business has, however, largely increased, and has been much extended since its first opening; and now at the premises opposite the Jewish Synagogue at Byculla, on the Parell Road, almost every article of machinery or iron work is supplied from England. A large stock of all kinds of bar, rod and sheet iron, plates, steel, portable engines, pumps of various kinds, contractors', builders' and engineers' material and plant of every description is kept in Bombay, and with the facilities afforded by telegraphic communication, all articles can be supplied from home in a short time.

The Byculla Iron Works (W. Nicol and Co.) is in connexion with the Metal Mart and is a general foundry and engineering shop, where castings of all kinds up to ten tons are turned out and every variety of iron bridge and roof work can be made. Amongst the works lately completed may be mentioned the Durbar Hall at Bhowmuggur used on the occasion of the marriage of H. H. the Thakoor, and a similar building is now being constructed for the Maharaj Holkar. These buildings were designed and constructed by Mr. Cruddas, the manager

of the works. The works are entirely under European management, and with all the modern steam machinery, important contracts can be carried out. About 300 men are constantly employed in these works.

Byculla and its neighbourhood may be said to be the centre of the iron industry of Bombay, for there are situated the only iron works of any magnitude in the city. In Nesbit Lane, not many hundred yards from the pre-

**Richardson & Co.'s Byculla Foundry and Engineering Works.**

mises of Messrs. W. Nicol and Co., may be found the works of Messrs. Richardson & Co., and a visit to their new foundry (which we understand is the largest in India) will well repay those interested in the rapid strides manufacturing industries are making in the country. Though heavy castings are generally procured from England, this firm are prepared to undertake work up to fifteen tons in weight, and their ability to supply such has frequently enabled spinning mills and other manufactories to tide over break-downs that might otherwise have resulted disastrously. While claiming as their own the largest portion of the foundry business of Bombay, this firm have also large machines and smith's shops which enable them to undertake all descriptions of engineering work. A large portion of their work, for some time past, has been for the spinning and weaving mills, which have multiplied so surprisingly in this city and the western presidency within the last few years.

The Bombay Saw Mill Company, Limited (W. Nicol and Company, Secretaries and Treasurers), is an ex-

**Saw Mills.**

tensive concern at Tank Bunder for

the supply of all descriptions of sawn timber and carpentry work. Timber is principally imported from Burmah and Europe. A large number of carriages for the State railways has been constructed by the company. The machinery, driven by a powerful pair of engines on the compound principle, is of the best and newest description; and such work as doors and windows can be constructed without almost any hand labour. A large stock of teak of every description, jungle woods, American and European pine and other woods used in Bombay is always maintained. The company is under the Joint Stock Act, and has a capital fully paid-up of six lakhs of rupees.

Bricks are made in immense quantities and of fair quality at Callian; tiles at Callian, Bombay, Trombay, and Panwell. The Mangalore tiles, lately introduced, and used to roof the Sailors' Home,

are very superior to the ordinary Bombay tiles, as they last for years without requiring to be moved, while it is necessary to turn the Bombay tiles every year. There are numerous quarries of excellent building stone in Western India. The white Porebunder stone is much used in public buildings; the red stone comes from Bassein.

"Ivory is worked throughout Gujerat and Bombay into ornaments for the women; so is tortoise-shell, which is imported from Zanzibar.

**Ivory and Tortoise-shell Manufacture.**

The poorer classes in Damaun, Balsar, Surat, and throughout southern Gujerat, wear the latter ornaments round their wrists; the lower ones are small, and others, gradually becoming larger in size, reach half-way of the arm. The shell is worked into armlets in Bombay as well as in Gujerat."

"The Bombay box work, which owes its origin to Shiraz in Persia, is also made in Surat. This industry gives employment to several hundred

**Bombay Box Work.**

workmen. Carving in sandalwood, ebony, and blackwood is carried on at the same time, and articles decorated with various combinations of these substances are made both at Surat and Bombay. Good carving in ebony and blackwood is to be found at Ahmedabad; the best sandalwood carving comes from Coompta in Canara."

"Fireworks are manufactured at most of the native states in the Western Presidency and in Bombay. Gunpowder is made at Baroda; a number of models of breach-loading guns and small arms, made in that state, were exhibited in the Bombay Exhibition."

A new industry has lately sprung up in Bombay, started by a European gentleman, Mr. W. H. Beattie, who, in the beginning of 1874, opened

**Chimboor Chemical Acid and Distillery Works.**

at Chimboor, a few miles from Bombay, near Coorla, the Chimboor Chemical Acid and Distillery Works. Nitric and muriatic acids are made there, and manures are prepared. The distillery, too, is at work, and the undertaking promises to be successful. A company has also been started, called the

Western India Chemical Works Company, for the manufacture of sulphuric acid only. This company is under European management, and the capital was supplied by Europeans.

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#### IV.—GOVERNMENT AND REVENUE.

BOMBAY is one of the three Presidencies—Bengal, Madras, and Bombay—into which India is still **Imperial and Provincial Government.** nominally divided, and one of the nine Provinces—Bengal, Madras, Bombay, the North-West Provinces, the Punjab, the Central Provinces, Oude, British Burma and Assam—into which it is really divided.

The territory under the administration of the Government of Bombay extends from north latitude  $28^{\circ} 32'$ —the most northerly point of Scinde—to  $13^{\circ} 55'$  in the extreme south of the Collectorate of Canara, and from east longitude  $66^{\circ} 43'$ —the most westerly point of Scinde—to  $76^{\circ} 20'$ , the eastern extremity of Khandesh.

The Presidency is bounded on the north-west, north, and north-east by Beloochistan, the Punjab, and the native states of Rajpootana; on the east and south-east by Indore, the Central Provinces, West Berar, and the Nizam's Dominions; by Madras and Mysore on the south; and on the west by the Arabian Sea.

This territory comprises a total area of 188,195 square miles, of which the Regulation Districts contain 77,767, Scinde 47,175, and 63,253 are under the rule of native chiefs. The total population is returned at 25,624,696,—the Regulation Districts contributing 14,160,208, Scinde 2,192,415, and the Native States 9,272,073.

The only foreign possessions included within the limits of the Bombay Presidency are those of the Portuguese Government—Goa, Damaun, and Diu. Of these, the principal is Goa, with a total area of 224 square miles, situated on the coast in north latitude  $15^{\circ} 44'$  and east longitude  $73^{\circ} 45'$ , between the districts of Ratnagherry and Canara. In north latitude  $20^{\circ} 18'$  and east longitude  $60^{\circ} 35'$  is situated the settlement of Damaun, containing an area of 22 square



miles. Diu, a small island  $1\frac{1}{2}$  square miles in extent, lies off the southern coast of the peninsula of Kattiawar.

The administration of the Bombay Presidency is entrusted to a Governor in Council, working in matters of imperial policy under the Viceroy and Governor General in Council, who is vested with the supreme executive authority in this country, but is in his turn controlled by the Secretary of State for India in Council at Westminster. The Secretary of State is a member of the British Cabinet, and, as Minister for India, is responsible to Parliament for the way this country is governed. Bombay was constituted an independent Presidency in 1708; in 1773, it was made subordinate to the general government for all India which had Warren Hastings for its first chief. In 1858, on the abolition of the East India Company, all the Company's territories, including of course Bombay, were transferred to the Crown.

The Marquis of Salisbury is the present Secretary of State; Lord Lytton (appointed 1876) is Viceroy and Governor General.

The Government of Bombay consists of His Excellency Sir Philip Edmond Wodehouse, K.C.B., Governor, appointed 1872,<sup>1</sup> and His Excellency Sir Charles William Dunbar Staveley, K.C.B., Commander-in-Chief (1874), the Honourable Alexander Rogers (1873), and the Honourable James Gibbs (1874), ordinary members of Council. Their salaries are:—

Sir Philip Edmond Wodehouse, K.C.B., Governor of Bombay .....	Rs. 10,666	10	8
Sir Charles William Dunbar Staveley, K.C.B., Commander-in-Chief .....	„ 5,833	5	4
Alexander Rogers, Esq. ....	„ 5,333	5	4
James Gibbs, Esq. ....	„ 5,333	5	4

The work of civil administration is divided amongst the members of Council, the Governor taking charge of Foreign Affairs and Public Works, Mr. Rogers of Revenue, and Mr. Gibbs of Political and Judicial business. Matters of minor importance are disposed of summarily by the Councillor in charge of the department. Im-

<sup>1</sup> Sir Philip will be succeeded in the office of governor by Sir Richard Temple, Bart., in March or April 1877. Mr. Rogers, one of the ordinary members of council, also retires in April.

portant papers are referred to the Governor, and, if he differs in opinion with the Councillor, to the whole Council. The Commander-in-Chief takes ordinarily no part in civil business, but attends the meetings of Council ; and, if he votes with the Governor, the latter, having the right to give a casting vote, can always overrule the remaining members of Council.

The Council of the Government of Bombay for making laws and regulations, usually called the Legislative Council, consists of the above-mentioned members of the Executive Government, and nine additional members who are nominated by the Executive Government, but may be selected from the non-official community. (*See also Official Directory in Part II. of the Guide, page 25.*)

The following is a list of Governors of Bombay since the island became a British possession :—

Gerald Aungier .....	1667	George Dick .....	1794
Thomas Roit .....	1637	John Griffiths .....	1795
Sir John Child, Bart. ....	1680	Jonathan Duncan .....	1795
John Vaux .....	1690	George Brown .....	1811
Bartholomew Harris .....	1690	Sir Evan Nepean, Bart. ....	1812
Samuel Annesley .....	1692	The Hon. Mountstuart Elphinstone	1819
Sir John Gayer .....	1698	Sir John Malcolm, K.C.B. ....	1827
Sir Nicholas Waite .....	1702	Sir T. S. Beckwith, K.C.B. ....	1830
Sir H. Oxenden, Bart. ....	1707	John Romer .....	1831
William Aislabie .....	1709	Earl of Clare .....	1831
Charles Boone .....	1724	Sir Robert Grant .....	1835
William Phipps .....	1731	James Farish .....	1838
Robert Cowan .....	1734	Sir James Rivett-Carnac, Bart. ....	1839
John Horne .....	1734	Sir W. H. Macnaghten, Bart. ....	1841
Stephen Law .....	1739	The Hon'ble G. W. Anderson .....	1841
William Wake .....	1742	Sir George Arthur, Bart. ....	1842
John Geekie .....	1742	The Hon'ble L. R. Reid .....	1846
Richard Bouchier .....	1750	Sir George Russell Clerk .....	1847
Charles Crommelin .....	1760	Viscount Falkland .....	1849
Thomas Hodges .....	1767	Rt. Hon. Jn. Lord Elphinstone,	
William Hornby .....	1776	G.C.B. ....	1853
Rawson Horr Bodham .....	1784	Sir George Russell Clerk, K.C.B. ....	1860
Andrew Ramsay .....	1783	Sir Bartle Frere .....	1862
Sir W. Meadow, K.B. ....	1790	Sir Seymour Fitzgerald .....	1867
Sir Robert Abercrombie, K.B. ....	1790	Sir Philip Wodehouse .....	1872

Under the Executive Government there are, for the Revenue, Financial, General, and Separate Departments, a Secretary, an Under-Secretary, and an Assistant Secretary ; in the Political, Judicial, Educational, and Secret Departments, a Secretary, an

Under-Secretary, who also officiates as Secretary to the Legislative Council, and two Assistant Secretaries ; a Secretary and Assistant Secretary in the Military, Marine, Ecclesiastical, and Indo-European Telegraph Departments ; and in the Public Works and Railway Department, a Secretary, three Under-Secretaries, and an Assistant Secretary. (*See also Official Directory in Part II. of the Guide, page 26.*)

The Bombay Army consists of 30,500 men, of whom 21,000 are native troops. The distribution of

#### The Bombay Army.

this force is shown in Part II. of the GUIDE (*see page 30*). The principal Bombay Military Division is Poona, in which there are 2,100 British Infantry. In the Bombay Presidency there are two batteries of Royal Horse Artillery, ten field, and six garrison batteries. All the nine-pounder bronze guns have been replaced by wrought-iron guns.

The East India squadron of the Royal Navy has its headquarters at Bombay ; but the ships

#### The Navy.

of the squadron, with the exception of the flag-ship, are usually away at distant stations.

The revenue of India is derived mainly from the following sources :—Land, Opium, Salt, Excise

#### Imperial Revenue.

on Spirits and Drugs, and Customs Duties. A Finance Minister, appointed by the Secretary of State, is one of the members of the Viceregal Council, and has charge of all bills affecting taxation. But whenever taxation is not increased, the Viceroy in Council can pass the Budget for the year without bringing it before the Legislative Council, and can thus escape an annual discussion of the financial policy of his Government. This course has been taken of late years by Lord Northbrook. In the present year (1875) the revision of the tariff (*see pages 38 to 50 of Part II.*) and the increase of duties on wines and spirits imported have compelled a departure from the rule of legislating in matters of finance *sub silentio* ; but the device has been successfully resorted to of evading criticism on the measures proposed by the Executive Government before they became law by bringing them forward at a

meeting of the Legislative Council held in Simla, which could not be attended by the mercantile members of the Council. Thus, although nominally the revenue of India is levied by authority of a Legislative Council composed of members who represent other classes of the community than the purely official class, the Government of India is in such matters, as in all others, a simple despotism. The following figures show the revenue and expenditure of the years 1875-76 and 1876-77 :—

REVENUE.					Budget Estimates, 1875-76.	Budget Estimates, 1876-77.
CIVIL.					£	£
Land revenue.	...	...	...	...	21,379,000	21,381,000
Tributes and contributions from N. States...	...	...	...	...	700,000	700,000
Forest	...	...	...	...	572,000	600,000
Excise on spirits and drugs	...	...	...	...	2,370,000	2,525,000
Assessed taxes	...	...	...	...	Nil.	Nil.
Customs	...	...	...	...	2,670,000	2,620,000
Salt	...	...	...	...	6,208,000	6,300,000
Opium	...	...	...	...	8,050,000	8,200,000
Stamps	...	...	...	...	2,784,000	2,837,000
Mint	...	...	...	...	72,000	124,000
Post-office	...	...	...	...	735,000	778,000
Telegraph	...	...	...	...	290,000	290,000
Law and justice	...	...	...	...	319,000	316,000
Marine	...	...	...	...	197,000	198,000
Interest	...	...	...	...	572,000	508,000
Receipts in aid of superannuation, retired and com-	...	...	...	...		
passionate Allowances	...	...	...	...	634,000	594,000
Gain by exchange on transactions with London	...	...	...	...	325,000	347,000
Miscellaneous.	...	...	...	...	180,000	259,000
Total...					48,057,000	48,577,000
Army	...	...	...	...	907,000	878,000
Public works, ordinary.	...	...	...	...	94,000	83,000
Irrigation	...	...	...	...	532,000	527,000
State railways	...	...	...	...	230,000	415,000
Grand Total...					49,820,000	50,480,000
Deficit, including P. W., extraordinary, but excluding						
Famine Charges	...	...	...	...	Nil.	3,615,000
Deficit, including P. W., extraordinary and Famine						
Charges	...	...	...	...	3,794,000	3,615,000

EXPENDITURE.	Budget Estimates, 1875-76.	Budget Estimates, 1876-77.
CIVIL.		
	£	£
Interest on funded and unfunded debt ...	5,208,000	5,360,000
Interest on service funds and other accounts ...	376,000	390,000
Refunds and drawbacks ...	300,000	300,000
Land revenue. ...	2,480,000	2,473,000
Forest ...	405,000	417,000
Excise on spirit and drugs ...	86,000	87,000
Assessed taxes ...	Nil.	Nil.
Customs ...	179,000	189,000
Salt... ...	498,000	526,000
Opium ...	2,300,000	2,200,000
Stamps ...	123,000	103,000
Mint ...	90,000	94,000
Post-office ...	816,000	843,000
Telegraph ...	484,000	488,000
Administration ...	1,615,000	1,595,000
Minor departments ...	299,000	287,000
Law and justice ...	2,340,000	2,367,000
Marine ...	589,000	576,000
Ecclesiastical ...	161,000	162,000
Medical ...	180,000	184,000
Political agencies ...	336,000	340,000
Allowances and assignments under treaties and engagements ...	1,695,000	1,696,000
Civil, furlough and absentee allowances ...	221,000	223,000
Superannuation, retired and compassionate Allowances ...	1,816,000	1,796,000
Loss by exchange on transactions with London ...	1,390,000	2,332,000
Miscellaneous... ...	77,000	78,000
Allotments for provincial services ...	5,059,000	5,060,000
Famine Relief ...	.....	.....
Total Civil...	29,123,000	30,175,000
Army ...	15,683,000	15,979,000
Public works, ordinary. ...	2,654,000	2,532,000
State railways ...	180,000	297,000
Land and supervision (guaranteed railways) ...	91,000	93,000
Guaranteed interest, less net traffic receipts ...	1,583,000	1,260,000
Total Ordinary...	40,314,000	50,336,000
Public works, extraordinary ...	4,300,000	3,759,000
Grand Total...	53,614,000	54,095,000
Surplus, excluding P. W., extraordinary, but including Famine Charges... ..	506,000	144,000
Surplus, excluding P. W., extraordinary, and Famine Charges ...	506,000	144,000
Gross guaranteed interest ...	4,725,000	4,730,000
Net traffic receipts ...	3,142,000	3,470,000
Guaranteed interest less net traffic receipts. ...	1,583,000	1,260,000

Since 1871, the Government of India has professedly allowed to provincial Governments greater Provincial Revenue and Expenditure. financial independence by transferring to them the control of certain departments, particularly Public Works, Police, Education, Jails, and Printing, and making them a fixed allotment from imperial revenue to pay the expenses of administration. This arrangement has, however, worked in an extremely unsatisfactory way. The amount of the imperial grant is not always sufficient to meet the expenses of the department transferred; and the provincial Government of Bombay, declaring itself unable to cut down its expenditure to its means, has raised new local taxes to supply itself with funds, and thrown the odium on the Government of India. Thus, the sole result of the "policy of decentralization," as it is grandly called, has been to destroy official responsibility while increasing the burdens on the people. The following are the figures of the provincial Budget:—

REVENUE AND RECEIPTS.					BUDGET ESTIMATE.	
					1875-76.	1876-77.
					Ra.	Ra.
<b>Imperial Allotment for Provincial Services ...</b>					97,94,000	98,34,500
<b>DEPARTMENTAL RECEIPTS.</b>						
Jails ... ..	...	...	...	...	2,64,030	2,91,640
Registration ... ..	...	...	...	...	2,68,708	2,54,235
Police ... ..	...	...	...	...	4,01,300	1,41,683
Education ... ..	...	...	...	...	2,09,783	1,84,207
Medical ... ..	...	...	...	...	83,130	99,826
Printing ... ..	...	...	...	...	29,614	31,235
					12,56,565	10,02,826
<b>MISCELLANEOUS RECEIPTS.</b>						
Rents ... ..	...	...	...	...	1,644	1,490
Miscellaneous Fees and Fines ... ..	...	...	...	...	7,988	8,809
Sundry Receipts ... ..	...	...	...	...	38,062	39,128
					47,694	49,417
<b>Public Works ... ..</b>	...	...	...	...	50,660	50,330
<b>Total Revenue and Receipts ... ..</b>	...	...	...	Ra.	1,11,48,919	1,09,37,073
<b>Debt Accounts ... ..</b>	...	...	...	...	21,000	24,000
<b>Grand Total.....Ra.</b>					1,27,74,644	1,22,60,336

EXPENDITURE.				BUDGET ESTIMATE.	
				1875-76.	1876-77.
				Rs.	Rs.
Refunds ..	...	...	...	2,959	3,470
Jails ..	...	...	...	8,89,565	8,60,448
Registration ..	...	...	...	2,40,708	2,42,343
Police ..	...	...	...	40,18,765	38,74,612
Education ..	...	...	...	10,55,834	10,83,911
Medical ..	...	...	...	9,15,477	9,49,162
Printing ..	...	...	...	2,19,376	2,31,871
Marine ..	...	...	...	7,034	7,276
Minor Establishment—					
General Management...	...	...	...	23,412	24,500
Model Farms ..	...	...	...	15,000	14,555
Botanical and other Public Gardens ..	...	...	...	16,350	16,348
Cemeteries ..	...	...	...	7,685	8,090
District Post ..	...	...	...	89,563	88,905
Miscellaneous Establishment ..	...	...	...	9,539	11,173
Office Rent, Rates and Taxes ..	...	...	...	1,93,898	1,83,208
Miscellaneous ..	...	...	...	73,819	69,183
Contributions ..	...	...	...	3,78,555	3,77,211
				81,57,839	80,46,257
Public Works ..	...	...	...	28,66,701	34,92,159
Total Expenditure ..				Rs. 1,10,24,540	1,15,38,416
Debt Accounts ..	...	...	...	24,000	28,000
Closing Balance..	...	...	...	17,26,104	6,93,920
Grand Total ....				Rs. 1,27,74,644	1,22,60,336

The first real experiment (for as such it has all along been regarded) in Municipal government in India was made by the Municipal Constitution of Bombay. The Municipal Bill which passed the Legislative Council of Bombay and received the sanction of the Government of India in 1872. Before that time the Municipal administration had been conducted by a Commissioner and the Bench of Justices; but the powers of the Commissioner were so extensive that he became practically irresponsible, and though he did excellent service to Bombay, he expended the ratepayers' money so lavishly that in 1871 something like a popular revolution was accomplished, and the Government felt itself compelled to create a new Municipality, in which the ratepayers themselves should, by their representatives, have an authoritative voice. In the month of July 1873, the first

Municipal elections were held in Bombay. The Municipal Corporation of Bombay consists of sixty-four persons, all of them ratepayers resident in the city of Bombay, who have attained twenty-five years of age, and who shall have paid in each year rates not less than rupees fifty, namely, the house-rates, and the police and lighting-rates, authorized under the Municipal Act. Fellows of the Bombay University may be elected without regard to the regulations required for other candidates. Of the sixty-four members, sixteen are nominated by Government, sixteen are elected by the Justices of the Peace resident in the city of Bombay, and thirty-two are elected by the ratepayers, who must be twenty-one years of age and have paid rupees fifty of Municipal rates, the same as already mentioned. The members of the Corporation are elected or nominated for a term of two years. The Chairman of the Corporation is elected by the members for one year, and can be re-elected, and the Corporation holds four quarterly meetings every year. There is also a Town Council, consisting of twelve members, who hold office for two years; the Chairman is appointed by the Government. Of the twelve members eight are elected by the Corporation, and four members are nominated by the Government. The duties of the Town Council are, to have the custody of the common seal of the Corporation, to meet once a week, to appoint sub-committees for any special purpose, to sign cheques, and to pass the items of the annual budget, and generally to control the affairs of the Municipality, subject to the restrictions put upon their proceedings by the Municipal Act of 1872. The members are paid a fee of Rs. 30 each at every meeting, provided that no additional fee is paid when there is more than one meeting in each week. There is a Secretary to the Town Council at a fixed salary, who acts in the same capacity, under the designation of Clerk to the Corporation.

The principal Municipal officers are the Municipal Commissioner, who is appointed by the Government of Bombay for a term of three years; he can be removed by the Government for misconduct, or by the same power on the votes of not less than forty members of the Corporation recorded at a special general meeting of the Corporation. His salary is fixed at not less than Rs. 2,000, not more than Rs. 2,500 a month. The Executive Engineer is appointed by the Corporation, subject to the confirmation of Government, and he is under the immediate orders of the Municipal Commissioner. He is elected for three years, and can be removed by a vote of not less than two-thirds of the members present at a special general meeting



of the Corporation. His salary is not less than Rs. 1,200, nor more than Rs. 1,500 a month. The Executive Officer of Health, who must be a legally qualified medical practitioner, is elected, can be removed, and receives the same salary as the Executive Engineer. All these high officers can be continued in their respective offices beyond the specified period of three years.

The Municipal Commissioner has power to appoint all the officers of the Municipality, except those above named; but he may not remove any officer whose average monthly salary exceeds Rs. 300 a month, without the sanction of the Town Council, and no new office can be created, the aggregate monthly salary of which exceeds Rs. 300, without the sanction of the Corporation.

On the 1st of October in each year the Municipal Commissioner must lay before the Town Council an estimate prepared by him of the proposed expenditure of the Municipality for the year commencing the 1st January then next succeeding, and the Town Council considers the estimates, and with the assistance of the Municipal Commissioner, a budget is prepared which is laid by the Chairman of the Town Council before a special general meeting of the Corporation on or before the 10th of November in each year. The Corporation can either pass the budget, refer it back to the Town Council for further consideration, or reject any items of which they do not approve. The following is the Budget for the year 1876 as passed in due legal form :—

INCOME.	Budget Estimate for 1876.	Budget Estimate for 1877.
	Rs. 1,50,000	Rs. 1,17,000
Balance on 1st January ... ..		
TAXATION PROPER.		
House Rate (including Rs. 60,000 contributed by Government and Port Trust, Rs. 30,000 each) ...	5,53,230	5,50,000
Lighting Rate (do. Rs. 20,000 do. Rs. 10,000 do.) ...	2,15,670	2,16,590
Police do. (do. do. do. do.) ...	2,17,640	2,18,000
Wheel Tax ... ..	2,41,850	2,40,000
Liquor Licenses ... ..	1,60,000	1,63,000
Public Land Conveyances ... ..	2,146	1,000
Tobacco Duty and Licenses ... ..	1,49,000	1,47,500
Town Duties ... ..	5,62,930	5,70,000
Insurance Companies ... ..	14,000	14,000
Contribution from Municipal Servants towards Pension, &c., Fund ... ..	7,000	7,000
Arrears of Occupiers' Rates from the Railway Company.	50,000	.....
	21,73,466	21,27,000

INCOME.					Budget Estimate for 1876.	Budget Estimate for 1877.
<b>SERVICE RENDERED.</b>					<b>Rs.</b>	<b>Rs.</b>
Halalcore Cess	...	..	...	...	1,94,430	1,95,500
Water Rate	...	...	...	...	2,88,840	2,96,000
					4,83,270	4,91,500
<b>RETURNS FROM PROPERTY AND MISCELLANEOUS.</b>						
Market Receipts	...	...	...	...	2,05,900	2,13,200
Miscellaneous Fines	...	...	...	...	8,000	8,000
Do. Receipts	...	...	...	...	18,100	26,800
Do. Fees	...	...	...	...	51,524	50,000
Do. Savings	...	...	...	...	4,000	4,500
Public Gardens	...	...	...	...	3,500	6,000
Tramway Rent	...	...	...	...	10,017	15,000
					3,00,141	3,23,500
					29,56,877	29,42,000
Anticipated Savings on all Departments	...	...	...	...	.....	25,000
					31,06,877	30,84,000
EXPENDITURE.					Budget Estimate for 1876.	Budget Estimate for 1877.
<b>GENERAL SUPERINTENDENCE.</b>					<b>Rs.</b>	<b>Rs.</b>
Town Council and Corporation Establishment	...	...	...	...	43,256	39,934
Municipal Commissioner's Establishment	...	...	...	...	38,712	38,978
Audit Account and Store Department	...	...	...	...	34,212	35,214
					1,16,180	1,14,126
<b>ASSESSMENT DEPARTMENT.</b>						
Assessor's Establishment	...	...	...	...	47,784	47,802
Liquor License do.	...	...	...	...	1,908	1,908
					49,692	49,710
<b>COLLECTION DEPARTMENT.</b>						
Collector's Establishment	...	...	...	...	51,136	46,596
Port Trust and Railways (Town Duty)	...	...	...	...	25,000	28,300
Customs' Department (Tobacco Duty)	...	...	...	...	13,838	13,998
					89,974	90,894
<b>MARKET AND SLAUGHTER HOUSES' ESTABLISHMENT.</b>					78,224	68,162

EXPENDITURE.						Budget Estimate for 1876.	Budget Estimate for 1877.
						Rs.	Rs.
<b>POLICE AND FIRE ENGINES.</b>							
Police	...	...	...	...	...	3,52,238	3,51,038
Hospital	...	...	...	...	...	7,114	7,114
Steam Fire Engines	...	...	...	...	...	26,600	27,600
						<b>3,85,952</b>	<b>3,85,752</b>
<b>PUBLIC HEALTH DEPARTMENT.</b>							
General Supervision and Conservancy	...	...	...	...	...	6,11,187	6,62,806
Registration of Births and Deaths	...	...	...	...	...	11,688	11,832
Cemeteries	...	...	...	...	...	3,952	4,328
Laboratory	...	...	...	...	...	600	600
Vaccination	...	...	...	...	...	6,600	7,000
						<b>6,34,027</b>	<b>6,86,566</b>
<b>PUBLIC WORKS (ENGINEER'S DEPARTMENT).</b>							
Establishment	...	...	...	...	...	69,948	69,970
Lighting	...	...	...	...	...	2,81,954	2,59,878
Watering	...	...	...	...	...	62,475	59,677
Road Repairs	...	...	...	...	...	2,50,000	2,70,000
Repairs to Buildings	...	...	...	...	...	6,060	6,000
Improvement of Streets	...	...	...	...	...	25,000	25,000
Water Works	...	...	...	...	...	46,900	46,900
Drainage	...	...	...	...	...	52,350	53,802
Public Gardens	...	...	...	...	...	13,676	18,488
						<b>8,06,363</b>	<b>8,09,713</b>
Municipal Debt	...	...	...	...	...	7,27,648	6,25,380
Pensions and Gratuities	...	...	...	...	...	5,121	10,000
Primary Education	...	...	...	...	...	10,000	10,000
Goculdas Tejpal Hospital	...	...	...	...	...	36,000	36,000
Discretionary Contingencies	...	...	...	...	...	5,000	5,000
Auditor's Allowance	...	...	...	...	...	4,000	5,000
Rent of Municipal Office	...	...	...	...	...	33,900	33,900
						<b>29,84,081</b>	<b>29,30,193</b>
New Works	...	...	...	...	...	.....	* 19,807
						<b>29,84,081</b>	<b>29,50,000</b>

\* Or, say, Rs. 20,000 available for New Works.

## V.—DESCRIPTION OF THE CITY OF BOMBAY.

Nine-tenths of the travellers coming out to India, or going home, now pass through Bombay ; but few of them seem to be aware that the place has other merits than that of being the nearest seaport to England, and that it is well worth seeing for its own sake. The homeward-bound traveller breathes more freely as he sees once again European shops and houses, but he hurries on his way to where he has caught a glimpse beyond of the waves sparkling in the sunshine and the tall masts of the steamer that is to carry him to England. The outward-bound, with his head crammed full of tales about the quaint picturesqueness of Benares, the fairy-like splendour of the Taj Mahal and the historic glories of Delhi and Lucknow, is impatient if, after landing at Bombay and “doing” the inevitable caves of Elephanta, he cannot drive at once from his hotel to the railway station without wasting so much as a passing glance on the streets and the people of Bombay. Yet the city is, in many respects, one of the most remarkable in the world. It is not only that, as a good judge of eastern cities is wont to say, “the native town of Bombay is the finest in all India,” for there is nothing, usually, very attractive in the architecture of a native bazaar ; nor do we insist on the superiority of the new public buildings in Bombay to any that the English have raised elsewhere in this country. The distinctive peculiarity of the city is, to our mind, the appearance and character of the people. Nothing strikes one more forcibly, in visiting other Indian cities, than the state of suspended animation in which the inhabitants seem to exist. With the exception of a few streets at Calcutta and the Chandny Chowk at Delhi, there is little to show that the great cities of Hindoostan are not mere cities of the dead. They tell us by their monuments what India was ; but at Bombay we see what India is. Here, partly no doubt because the races of Western India were never so completely subjugated by the Mahomedans as the enervated Hindoo population of the Ganges valley

were, but chiefly, we believe, because Bombay itself has grown up entirely under English rule, the stamp of a vigorous vitality is impressed upon the people and manifests itself alike in their dress, their manners, their enterprise in trade and business, and their eagerness to take an interest in the discussion and management of public affairs. Mr. Grant Duff, who is good at historical parallels, says with much truth that Bombay is becoming to all Asia what Alexandria was during the earliest centuries of the Christian era. In those days, when the countries round the basin of the Mediterranean had a monopoly of political power and commercial wealth, it was naturally at Alexandria, on the margin of the Eastern world, and yet within easy reach of Rome, that men of all nations sought a common home, and that the fermentation caused by the intermingling or by the conflict of two civilizations was always most active. Europe has since made a long stride in advance beyond the Mediterranean, and it is at Bombay that Western civilization is now first confronted with and seeks to engraft itself upon that of the East. We have not here, as a result, a new school of philosophy yet; but Bombay is decidedly the most Anglicised city in India, not because she has a very large European population, but because the natives generally, without abandoning their Oriental dress and manners, have been strongly influenced by English education and ways of thought. The public meeting is as familiar and useful an institution here as in England; the ambition of the natives to excel as writers and speakers of English is something amazing, and, though its consequences may sometimes be ludicrous, the general result is satisfactory; whatever is published in either the English or vernacular papers is eagerly read and criticized by many thousands of natives; and thus there has been formed in Bombay what does not exist elsewhere in India, a tolerably respectable and wholesome public opinion. These signs of the working of a new spirit in India may suffice to make Bombay an interesting place to a philosopher like Mr. Grant Duff; and even less thoughtful travellers cannot fail to be struck with the strange spectacle life presents in a city in which

along a distance of a mile and a half of a densely crowded street—the Parell Road—one may see in quick succession several gaudily-painted red-and-green Hindoo temples, whose clanging bells summon the Deity to give ear to the prayers of the thousands of zealous worshippers who are thronging to the shrines of the hideous idols within—a Mussulman mosque, which is the favourite resort of Wahabee bigots and pilgrims to Mecca, and which with its fringe of unwashed, evil-looking Arab and African ruffians, who constantly lie about the doorsteps and outer wall and seem to do nothing but beg, drink coffee, and smoke opium, seems not to belie its reputation for being the head-quarters of Mussulman fanaticism in India—a Parsee fire-temple, much revered, but not much frequented by the disciples of Zoroaster—a hospital built at the cost of benevolent Parsees, and officered with skilled English physicians and surgeons—a Jewish synagogue—a printing press and school for Christian children, and an English church—a railway station—and a college where young men of various races receive as liberal an education as is given at any great school in England. The resemblance to the Alexandria of old is strengthened occasionally by an outbreak of religious rancour on the part of the Mussulmans against the Parsees, the hatred which the faithful cherish against the Guebres being quite as bitter as that of the Christian zealots of Cyril's time against Jews and idolaters. Their passions, however, are easily controlled by the sober-suited Briton to whom Providence has entrusted the task of preventing the strife of jarring sects in Bombay, and the people, as a rule, live good-humouredly enough together, and mingle freely with one another in the streets, not keeping themselves strictly separated into sections inhabiting different quarters of the city. It is no uncommon sight to see, on the Esplanade, the Mussulman spreading his carpet for the sunset prayer within a few yards of a Parsee who is reciting his sacred verses in honour of the departing god of day. The whole population comes out in the evening to enjoy the cool air, and they troop down in thousands, men, women, and children to the open space of reclaimed ground in Back Bay. The women;

excepting the Mussulmanees, are allowed to go about with comparative freedom; and in their gay sarees—the fair and plump Parsee women, in particular, being distinguished by the brilliant red, orange, and green tints of their satin garments—they heighten the picturesqueness of the animated scene. The men, too, with their turbans of various colours and shapes,—the round twisted Mussulman turban of green and gold, the large red or white cartwheel turban of the Maharatta, the pointed red-and-gold turban of the Banian and Marwaree, and the Parsee hat—and their flowing cotton dresses, give the interest of variety to the crowd, whose general demeanour is as different as possible from that of the apathetic Bengalees or Hindoostanees. Whether he looks at it when it is engaged in business or in pleasure, we believe the visitor will find Bombay full of life and colour; and, assuming that we have now said enough regarding the general character of the city and people, we will go on to notice in detail what things are best worth seeing here.

Coming across from Aden in a P. and O. steamer, the traveller may still have occasionally the opportunity of seeing, as he enters the Indian Ocean, the phenomenon of “the milk-white sea,” which is recorded in the *Periplus*, and which is caused by the presence in the water of multitudes of animalculæ which give out at night a milky radiance. We cannot, however, promise him a view of the line of serpents which all the early voyagers speak of as a regular landmark for ships nearing Bombay. So trustworthy a traveller as Niebuhr, writing a century ago, says in the most matter-of-fact way—“In the Indian Ocean, at a certain distance from land, a great many water serpents, from 12 to 13 inches in length, are to be seen rising above the surface of the water. When these serpents are seen, they are an indication that the coast is exactly two degrees distant. We saw some of these serpents, for the first time, on the evening of the 9th of September; on the 11th we landed in the harbour of Bombay.” Perhaps steamers have driven the serpents away; at all

events, we seldom hear of them now.<sup>1</sup> The voyager, however, if it is early morning when land is sighted, will see something far prettier—a whole fleet of fishing boats with their broad lateen sails of white cotton dotting all the surface of the sea. Heber notes that the sails differ from those of the Mediterranean boats, as, instead of forming a regular right-angled triangle, they have the foremost angle cut off, so that they look more like lug sails. The boats are fast sailers, and the fishermen of the coast manage them admirably. Passing the Outer Light Ship and rounding the extremity of the S. W. Prong, which is the northern limit of the channel, the southern being marked by the Tull Reef, three miles distant, the steamer passes between the Kennery and Prongs Lighthouses.

The Kennery Lighthouse is situated on a small island, formerly held and fortified by the Mahrattas, twelve miles to the southward of Bombay. To erect a lighthouse here was the suggestion of Captain Barker, of the late Indian Navy; the work was commenced on the 27th October 1866, the chief corner stone of the present building was laid by Sir Bartle Frere on the 19th January 1867, and the lantern was first lighted on the 1st June in the same year. The light, which is a first-class holophotal catadioptric light, is fixed. It is placed at an elevation of 161 feet above high-water mark in a tower 50 feet high above the level ground, and, by showing only towards the sea front the most westerly points of danger in the Bombay harbour and the coast, its powers are concentrated and increased. The total cost of construction was Rs. 1,98,841-3-9. Two long 32-pounder guns, with iron carriages, are placed on the island to warn ships when they stand in danger

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<sup>1</sup> Since the first edition of this GUIDE was published, Captain Dundas, of the P. and O. Company's steamer *Cathay*, has informed me that the statements of old travellers regarding these serpents are quite accurate. The serpents are not seen excepting during the south-west monsoon, the season in which alone voyages used to be made to India. In Horsburgh's *Sailing Directions*, shipmasters are warned to look out for the serpents, whose presence is a sign that the ship is close to the land. Captain Dundas says the serpents are yellow or copper-coloured. The largest ones are furthest out to sea. They lie on the surface of the water, and appear too lazy even to get out of a steamer's way.



and a flag-staff, with a set of flags complete, is also kept on the island.

The Prongs Lighthouse is  $1\frac{1}{5}$  sea miles S. W. by S. of the Colaba Lighthouse and stands in lat.

**The Prongs Lighthouse.**  $18^{\circ} 52', 41'', N.$ ; long.  $72^{\circ} 47', 26'', E.$ ; (in time) 4h. 51m. 10s., E. From high-water to centre of light it is 136' 8, and from foundation to top of ventilator 168' 2". It can be seen 18 sea miles by an observer, 18 feet above the water. The shaft or column, which is made of solid ashlar, stands on a concrete base. It is painted in bands of black, white, red, and white alternately, the black being at the bottom, to enable the tower to be seen more distinctly in the monsoon or early morning when there is often a heavy fog on the water. The lighthouse is intended to guard the Prongs Reef, near the extremity of which, where it dries at low water, it is built. There is foul ground all round for at least  $1\frac{1}{4}$  sea mile beyond the lighthouse. There are eight rooms in the lighthouse consisting of store-rooms and living rooms. The regular staff consists of five native and one European. The apparatus is a holophotal dioptric, first order, 10 seconds flashing white light. It is composed entirely of glass and has eight sides, the whole revolving once in 80 seconds, so as to show a bright flash every 10 seconds. The lantern is entirely composed of copper and gun metal, and is glazed with triangular panes of plate glass. The sides of the tower are hyperbolic curves. It is one of the largest lighthouses in the world, there being 51,000 cubic feet ashlar and over 63,000 cubic feet concrete in it. The whole lighthouse is estimated to weigh 10,000 tons. It cost £60,000.

The steamer is now fairly in the harbour. In front stretches northwards a spacious bay, sheltered on the right by several hilly islands and by the loftier mountains of the mainland beyond, while on the left lie Colaba and the city of Bombay.

#### COLABA.

At the southern point of Colaba the first land seen is the site of the old English cemetery which was closed a few years

ago; then comes the old lighthouse, whose lamp was extinguished in 1874 on the completion of the Prongs Lighthouse.

#### Lunatic Asylum.

The Lunatic Asylum, a horrible place, with utterly inadequate accommodation for the unhappy patients sent there, is on the west side of the promontory over against to the lighthouse. The need for a new asylum has been pointed out over and over again; but the Government, though it can build palaces for its own servants, cannot afford to provide either a decent asylum for the insane or a proper hospital for poor Europeans. The Observatory

#### Pilot Bunder.

comes next in order; and then the Pilot Bunder, used not only by the pilot boats, but also occasionally for the landing and storing of Government coal. The promontory here broadens into a wide space, which has been cleared for barracks and a parade-ground for the European troops.

A wing of a European regiment of infantry and three batteries of a brigade of artillery are always quartered here. The situation is a good one, because the troops are kept at a distance from the native bazaar, and are still ready at hand if their presence should be required in Bombay. At the end of the parade-ground is St. John's Memorial Church.

The foundation stone of this church, erected in memory of the officers and men of the British army

#### St. John's Church, Colaba.

who fell in Affghanistan, was laid by Sir George Clerk, Governor of Bombay, on the 4th of December 1847. The plan was prepared by Mr. H. Conybeare, C.E., son of a late Dean of Llandaff. While the church was in course of construction, the Rev. G. Pigott, who first suggested this memorial of the fallen brave, and his successor at Colaba, the Rev. P. Anderson, were both removed by death. Mr. Anderson lived to see the arrangements for the consecration of the building completed, when he was stricken by mortal disease. The ceremony of consecration postponed on account of his death, was performed on the 7th of January, 1858, by Bishop Harding. At this date, the spire was

unbuilt ; and the expense already incurred was Rs. 1,27,000, of which Government had contributed Rs. 68,644. The spire cost an additional sum of Rs. 56,500, and was completed on the 10th June 1865. The money expended on the spire was raised by private subscriptions, mainly through the instrumentality of the Rev. W. Maule. Amongst the donors was our Parsee fellow-citizen Mr. (now Sir) Cowasjee Jehangeer, who sanctioned the application to this purpose of a sum of Rs. 7,500 which he had given for an illuminated clock to be placed in the tower. The style of the Church is early English. The building consists of a nave and aisles, with a chancel 50 feet in length by 27 in width. The tower and spire are 198 feet high. The great window contains representations of the offering up of Isaac, the Crucifixion, and the session of our Lord in glory ; on the minor compartments are depicted the principal types of the Old Testament, as also the eight writers of the New Testament. In the chancel are placed the "memorial marbles," and the following inscription just below them explains their purpose : "This Church was built in memory of the officers whose names are written above, and of the non-commissioned officers and private soldiers, too many to be so recorded, who fell mindful of their duty, by sickness or by the sword, in the campaigns of Scinde and Affghanistan, A.D. 1838—43." A memorial brass, set in the chancel pavement immediately before the altar, commemorates the founder of the church, the Rev. G. Pigott. A handsome window in the Baptistry testifies to the attachment of the congregation to the good pastor who succeeded Mr. Pigott, the Rev. Philip Anderson, the author of *The English in Western India*. The prayer-desk, the pulpit, the lectern, the litany-stool and the font are all gifts to the church, of which a recent delineator of its beauties, with pardonable enthusiasm, writes :—"The church is not only architecturally the best of our churches, but, we may safely say, absolutely the best in India !"

Abreast of the church is Oyster Rock, on which a good deal of money has been spent to convert it into a fort for the defence of the harbour

The Harbour Defences of Bombay, as they were originally designed

**Oyster Rock. The Harbour  
Defences of Bombay.**

some eight years ago, consisted of six distinct works. The most costly and important is the fort on the Middle

Ground Shoal, in the midst of the anchorage, and 1,800 yards from the shore. There were to have been twelve 300-pounders on it, in iron-fronted casements, and two 600-pounders in a turret. The foundations of this work have been completed to a height of a few feet above high water. Another fort was to have been built on the Oyster Rock, a patch dry at high water near the south end of the anchorage, 1,000 yards from the shore, and 3,000 south-west of the Middle Ground. The foundations of this work have been completed and a temporary battery of eight 10 and 19 inch guns has been placed upon them. The third work is a battery on Cross Island, towards the north end of the anchorage, 1,000 yards from the shore, and 4,000 from the Middle Ground, to be armed with seven 300-pounders. The top of the island has been cut down, and a battery of six guns has been placed on the platform thus levelled. A tower on a shoal called the "twelve-foot patch," 4,000 yards north-east of the Middle Ground, is to have two 600-pounders, and the foundation of this work has been formed. There is an earthen battery, with five 7-inch guns "en barbette," at Malabar Point, on the other side of Bombay Island, where it is proposed to erect a tower, with two 300-pounders in a turret, for the defence of Back Bay; and at Colaba Point there is a battery, armed with four 68-pounders "en barbette" and four 13-inch land service-mortars. Two iron-clad monitors, the "Abyssinia" and the "Magdala," specially designed to aid in the defence of Bombay harbour, arrived there early in 1871; their armaments consist of four 10-inch guns in two turrets. Colonel Jervois reported upon this scheme for the defence of Bombay harbour in April 1872. He pointed out that the numerous duties imposed upon a sea-going fleet render a dependence upon it for the defence of harbours unreliable; and that ports and coaling stations must, therefore, be rendered secure, independently of the action of a fleet. Monitors or floating batteries, although they are

most valuable auxiliaries in conjunction with fixed defences, must not be exclusively relied upon. They afford an unsteady gun carriage, are liable to be penetrated by the guns of the present day, and may be ordered away from a particular post for general service. One important function of floating batteries would be to guard torpedoes at night, and prevent an enemy's boats from tampering with the mines, but this service would be as well performed by gunboats; and 18 suitable gunboats could be provided for the same cost as one monitor. With regard to the scheme for the land defences of Bombay, Colonel Jervois has pointed out that an enemy might enter the harbour, passing 6,000 yards from the Oyster Rock, and take up a position 4,000 yards from the Middle Ground, and 5,200 from the Oyster Rock and the "twelve-foot patch," and thence shell the town or exact a few millions. An enemy should be prevented from entering the harbour at all. With this object Colonel Jervois recommends that forts should be built at the entrance of the harbour, similar to those at Spithead or Plymouth Sound, the depth being less than that on the side of the Plymouth Sound Fort, with a rocky bottom. He would build two such forts, circular, and each with eighteen 25-ton guns; one in 33 feet of water, 3,900 yards from Colaba Point, and the other on what is called the "10-foot patch," 4,000 yards west of Carinja. They will be 5,400 yards from each other, and a fort on Colaba Point completes the line of defences. An enemy would be detained under their guns by electric torpedoes placed in the channel, and exploded by observation from the forts; while the two monitors and the three gunboats of the "Blazer" class, carrying 25-ton guns, would complete the scheme. The cost of such a system of defences, including the gunboats, is estimated at 932,000*l*. A commission is still sitting to determine what shall be done towards carrying out this scheme.

Approaching Middle Colaba, we come upon the earliest signs of the commercial enterprise of Bombay. The foreshore here is very rocky and difficult of approach, but Messrs. D. Sassoon and Co. have constructed a dock and bunder (wharf)

Sassoon's Dock.

on a piece of land purchased at a very high price from the late Back Bay Company. The bunder is composed of land reclaimed from the sea; and the dock has been excavated from the solid rock, and has now an average depth of eighteen feet of water on the sill. It is the first wet dock built in Bombay to enable large ships to discharge and load alongside a wharf, and it ought to be of great service to the trade of the port. On the reclaimed land spacious warehouses for storing goods have been built for Messrs. Graham and Co., and a Cotton Press company is also established here. Next in succession comes the Victoria Bunder and Basin, the approach to which in the S. W. monsoon

**Victoria Bunder and Basin.** is not very good, though when once inside the basin the boats are in still water. This bunder is not used very much as a landing-place, but a good deal of cotton is shipped here.

The Gun Carriage Basin has been given up lately to the B. B. and C. I. Railway Company, who have built the terminus of their line at this part of Colaba.

We now pass the property of the Colaba Land Company, which is covered with warehouses and presses, and has a bunder running out as a pier into the harbour. Arthur Bunder was, a short time ago, used generally for landing vessels' cargoes; but raw cotton only is now occasionally landed, and full-pressed bales are shipped.

**The Arthur Bunder.**

**Government Coal Depot.** The Government Coal Depot is simply used for landing Government coal, and stowing it. Both the approach and basin itself are very rocky.

**The Apollo Reclamation,** which stretches from the depot to the Apollo Bunder, is used only for landing raw and shipping full-pressed cotton.

**Apollo Reclamation.**

We have now reached the scene of the principal business of this port. As Bombay is, next to New Orleans, the largest cotton port in the world, the Cotton Green or Market in Colaba, about half a mile from the Fort, is quite worthy of a visit from any one either interested

in the trade or in the peculiar business customs of India. The "Green" occupies an extent of ground, on either side of Colaba Causeway, of perhaps a mile and a half square in all, each native dealer or agent renting a plot proportioned to the extent of his business, which is termed his "*Jatha*." But the gateway at the entrance to Grant Buildings and opposite to the Colaba terminus of the "tramway" is the general meeting place between buyers and sellers. There the European merchant through his *dulal* or broker arranges the price and terms of purchase—a matter which, owing to the native love of bargaining, is a much more lengthy proceeding than it would be in England—after which he proceeds to the *jatha*, where the bulk of the cotton lies in the packages as received from up-country, and selects it bale by bale, stamping with a private mark whatever comes up to the standard bought, and rejecting anything inferior. The cotton is then weighed and sent to the press house, where the loose country packages are opened out and the contents packed by extremely powerful pressure into bales of about 10 cubic feet containing  $3\frac{1}{2}$  cwt. nett of cotton. The same quantity of cotton, spread out loose, would occupy a space of 150 cubic feet; when stamped by men into *docras* (country packages), a space of 83 cubic feet; and, when "half" pressed, a space of about 50 cubic feet. About a million and a quarter of fully pressed bales are exported annually, and formerly the entire quantity came originally to Bombay in an unpressed state. Of late years, however, a large proportion of the crop has been bought and pressed ready for shipment by European agency up-country without the intervention of the native dealer, so that for about two-thirds of the entire export Bombay has now become only a shipping port. The cotton season opens with the beginning of the native business year at the Dewallee, in the month of November, when the dealers bring out to their *jathas* the remainder of the previous crop which has been kept in store over the rains; and from that time until the monsoon again breaks, about the beginning of June, the place forms a striking picture of active, busy life, rendered peculiarly bright and attractive by the singular and varied costumes of the people. Dresses of every colour and

make are represented, from the plain "solah topee" and white drill coat of the European merchant to the gold-embroidered shawl of the up-country shroff or native banker. The busiest time of the year is in the months of March, April, and May, and that is of course the best time to see the Green, but it will well repay a visit during market hours at any time during the open season. Until within the past few years, the general hours of attendance were from half-past six to nine in the morning ; but since the opening of direct telegraphic communication with England the hours have been made later to allow of the receipt of the previous evening's Liverpool and New York telegrams ; and between eight and ten in the morning, and three and five in the afternoon, are now the working hours, by far the largest attendance, however, being in the morning. <sup>1</sup>

We have now brought the visitor to Bombay as far up the harbour

#### **Apollo Bunder.**

as the Apollo Bunder, having for convenience' sake described the places of interest on the way, which he may visit at his leisure when he comes ashore. Apollo Bunder—Wellington Pier is the official designation, but is never used in common parlance, and the Port Trustees have just determined to discard it—is the chief landing place for passengers, and the mail steamer stops off here to land the mails and allow such passengers as have made arrangements about their luggage (*for Customs Regulations, see page 37 of Part II.*) to go ashore. This bundar is of comparatively recent date. Its name "Apollo" is an English corruption of the native word *Pallow*, (fish),<sup>2</sup> and it was probably not extended and brought into use for passenger traffic till about the year 1819, as we find it spoken of in that year as the new bundar run out from the Esplanade. It

<sup>1</sup> Owing to a dispute between the cotton dealers and the Colaba Company about the rent of the ground on which the cotton was stored, the bulk of the cotton trade has recently been transferred to the Mazagon Company's property, at the other end of the harbour foreshore, a site at an inconvenient distance from places of business in the Fort, though affording superior facilities for the landing and ready inspection of the cotton for sale (1876).

<sup>2</sup> Sir M. Westropp gives a different derivation of the word : "Polo, a corruption of Pálwa, derived from Pál, which, *inter alia*, means a fighting vessel, by which kind of craft the locality was probably frequented. From Pálwa or Pálwar, the bundar now called Apollo is supposed to take its name. In the memorial of a grant of land, dated 5th December 1743, by Government to Essa Motra, in exchange for land taken from him as site for part of the fort walls, the pákhadé in question is called *Pullo*." (*Nacrofes Beramji v. Rogers*. High Court Reports, Vol. IV., Part 1.)



has of late years had considerable additions made to it in both length and breadth, at a total cost of £45,000; and the broad pier head is now the favourite place of resort for Bombay society in the evening when there is no band playing at the Bandstand. There is ample standing room here for several score of carriages, as well as for refreshment rooms, a custom house and a police chowkey (station-house), which have been considerably built on the bunder for the accommodation of passengers. Supposing our traveller to land here, and to have a carriage engaged—if he has none, he can hire a buggy or jump into the tram-car at the top of the pier—we propose to take him round and give him a glance at

#### RECENT IMPROVEMENTS IN BOMBAY.

In foregoing chapters, an attempt has been made to describe the gradual growth of Bombay from the first occupation by the British; when, at high tide, it was a collection of islets, and at low-tide a pestilential swamp studded with eminences; those to the north and west covered with jungle and uninhabited; those to the east, as Mazagon and Dongree (Nowrojee Hill) densely inhabited by the poorer classes, and separated from the Fort (wherein lived all Europeans and wealthy natives) by the length of the Esplanade, to traverse which, except in broad daylight, was to run the risk of robbery and maltreatment by hordes of ruffians who infested the skirts of the native town, and especially lay in wait in a deep hollow or ravine at the site of the present "Arthur Crawford" Markets. This state of affairs continued up to the end of the last century, by which time the beneficial effect of the Hornby Vellard (*see page 11*) began to be perceived, in the drying up of the swamps. The town gradually crept over the reclaimed higher grounds, westward along Back Bay, and northward towards Byculla. The advance must have been very slow, for it was not until Sir Robert Grant's term of office as Governor in 1835, that the necessity for communication between Choupatty (Girgaum) and Byculla led to the construction of the great main road named after that Governor. Later on another main thoroughfare to the north of, and parallel

to, Grant Road was constructed by General Bellasis—the work-people employed on it being fugitives from Surat during a season of famine—and named after him. Malabar Hill, Breach Candy, and Mahaluxmee being thus opened up on the west, the European and wealthy native population began to migrate to those neighbourhoods. For many years, however, after the completion of the Bellasis embanked road, with its two gaping black ditches on either side, no public work of any magnitude was attempted in Bombay; and it was not until after the Mutinies, and towards the end of Lord Elphinstone's tenure of office, that the City threw off its apathy, and bestirred itself in the matter of public improvements.

A great impetus to the movement was undoubtedly given by Lord Elphinstone himself, to whose determination and liberality the City owes the Vehar Water Works opened in 1861; which, for the first time, gave the town plenty of good water. The population, no longer annually liable to decimation by a water famine, increased rapidly; trade increased with it, and demanded more foreshore space. This led to the birth of the Elphinstone Reclamation scheme, first of all fostered by his lordship; who about the same time, with characteristic sagacity, saw the advantage to be gained by clearing away the Fort ramparts and filling in the Fort ditch.

Sir George Clerk did not stay long enough in his second term of office to leave his mark; but he was succeeded by Sir Bartle Frere in 1862, who, promptly picking up the reins where they had been left by Lord Elphinstone, urged on the chariot of improvement at head-long speed through the cotton mania, to the terror and indignation of the Government of India, who, however, thanks to the broad basis on which all schemes for public improvement were then framed, have been forced reluctantly to sanction them, until the very appearance of the city has been changed and but few public buildings remain to be erected.

It may thus be said that the greatest change has been effected in Bombay within the last 15 years.

The principal improvements have been

- 1st. The reclamations.
- 2nd. The communications.
- 3rd. The public buildings.

A traveller landing at Apollo Bunder twenty years ago would (with the single exception of a few thousand feet frontage at the Dockyard, Custom House, and Castle) have found a foul and hideous foreshore from the Fort to Sewree on the east ; from Apollo Bunder round Colaba and Back Bay to the west. All round the Island of Bombay was one foul cesspool, sewers discharging on the sands, rocks only used for the purposes of nature. To ride home to Malabar Hill along the sands of Back Bay was to encounter sights and odours too horrible to describe—to leap four several sewers, whose gaping mouths discharged deep black streams across your path—to be impeded as you neared Chowpatty by boats and nets and stacks of firewood, and to be choked by the fumes from the open burning Ghaut and many an ancient and fish-like smell. To travel by rail from Boree Bunder to Byculla, or to go into Mody Bay, was to see in the foreshore the latrine of the whole population of the native town.

The same traveller would now find handsome reclamations effected on either side of him at Apollo Bunder, extending south-westward, with quays and piers (and even a dock) almost to the Colaba church, and stretching from the Custom House to Sewree along the Mody Bay, Elphinstone, Mazagon, Tank Bunder and Frere Reclamations, a distance of at least five miles. He would be able to ride or drive along a splendid bridle path or road on the Back Bay Reclamation from Colaba to the foot of Malabar Hill, and—barring the Sonapore drain, which asserts itself unpleasantly now and then—would meet nothing more offensive than a native ayah or the smoke of a passing engine. In short, it may almost be said that the whole foreshore of Bombay has, within the past 15 years, been regulated and advanced into the sea below low-water mark. Huge as the cost has been (not less than five

millions of pounds sterling), the vast improvement that has resulted in the sanitary condition of the City, the great convenience and additional comfort to the masses, are some compensation for the money spent.

The following are new roads or improved old tracks converted into handsome thoroughfares within the past 15 years :—

**The Communications.**

1. The Colaba Causeway widened and re-built at a great cost by the last triumvirate of Municipal Commissioners between 1861 and 1863.
2. The new road to Colaba by Back Bay over the Baroda Railway constructed at the cost of that company and completed last year.
3. The Esplanade Main Road from the Wellington Fountain past the front of the new public buildings to the Money Schools.
4. Rampart Row (west) and Hornby Row.
5. Junctions of Apollo Bunder with Marine Street and Rampart Row
6. Road from Church Gate Street to Esplanade Main Road by the Queen's Statue.

*N.B.*—These roads, 3, 4, 5, and 6, with certain cross roads, were constructed or improved by Government after the Fort walls were removed and Frere Town laid out.

7. Rampart Row East, from the Mint to Fort George Gate, constructed by Government on the site of the ramparts and part of Mody Bay Reclamation.
8. Boree Bunder Road to railway widened by the Municipality in 1865.
9. Market Road from Hornby Row to native town past the Arthur Crawford Markets.

10 and 11. Other roads round the Markets.

*N.B.*—Nos. 9, 10 and 11 were widened and laid out by the Esplanade Fee-fund Committee in 1866.

12. Cruickshank Road
13. Esplanade Cross Road } Widened by Government in 1865 and 1866.
14. Bandstand Roads made by Esplanade Fee-fund Committee in 1866 and 1867.
15. The Queen's Road along Back Bay made by Government and the Municipality in 1870 on the occasion of the Duke of Edinburgh's visit.
16. The Frere Road from Mody Bay to Mazagon over the Reclamation, and all the Elphinstone Land roads made by that company in the past seven years.
17. The Nowrojee Hill Road from Dongree Cooly Street, parallel to the railway, to Mazagon constructed by the Municipality in 1866.
18. Carnac Overbridge.
19. Musjid Overbridge.
20. Elphinstone Overbridge. } Built in 1866-1867, at the joint expense of the Municipality and the G. I. P. Railway, Government finding the land.
21. Breach Candy, Mahaluxmi, and Tardeo roads widened and improved by the Municipality in 1866 and 1867.
22. Grant Road improved and completed by the Municipality in 1873.

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|---|---|
| 23. Bellasis and Clare Road   | } Improved and completed by the Municipality in 1866, 1867 and 1868.  |
| 24. Falkland Road.  |   |
| 25. Cammatteepoora Forest Road.   | } Foras Roads over the Flats commenced by Government and the Municipality in 1862 and mostly finished by the Municipality in 1867 and 1868. |
| 26. Arthur Road   |   |
| 27. Clerk Road  |   |
| 28. De Lisle Road.  |   |
| 29. Kennedy Sea Face is the new road on the banks of the Back Bay which has just been completed (1876). |   |

Many of these handsome roads are 80 feet wide with broad footpaths bordered with trees, of which many thousands have been planted within the last ten years.

Besides these principal roads every opportunity has been taken since 1865 of improving all thoroughfares, widening, straightening, or cutting off corners, and some such improvement will be met with at every few hundred yards in driving through the city.

Numerous gardens or planted enclosures have been laid out at suitable spots, such as the Rotten Row Ride, by the late Mr. Bellasis; the Elphinstone Circle Gardens, by the Municipality (completed in thirty-one days on the occasion of the Duke of Edinburgh's visit); the Hornby Row Garden, by the Esplanade Fee-fund Committee; the garden at the Arthur Crawford Markets, by the Municipality; the Northbrook Garden, by public subscription, &c. the Cammatteepoora Road Garden, by the Municipality, &c.

All these new roads or extensions and improvements of old roads have not cost less than £500,000 sterling.

While, however, a resident in Bombay can appreciate the improvements effected by the reclamations and new roads, the traveller's eye will naturally be attracted chiefly by the numerous handsome buildings scattered about the town.

#### **The Public Buildings.**

Arrived at Apollo Bunder he will see a magnificent pile of buildings just completed for the Sailors' Home, the gift (£25,000) of Khan-

#### **The Sailors' Home.**

deraao Gaekwar on the occasion of the visit of H. R. H. the Duke of Edinburgh. This building, designed by Mr. F. W. Stevens, is one of the most effective of Bombay's architectural efforts, and it has the advantage of occupying the finest site on the Esplanade, four of the

principal roads converging at this point. It was, however, originally designed to occupy a much less important position at the bottom of Hornby Row, where the foundation-stone was originally laid by H. R. H. the Duke of Edinburgh, the stone being afterwards removed and re-laid at the Apollo Bunder.

Passing the Wellington Fountain—built by public subscription in memory of the great Duke—a somewhat sombre erection of a cast-iron design, carried out in stone by Colonel Fuller, R.E., he will, if he bears to the left, see first of all the enormous structure of the Secretariat, designed by Colonel Wilkins, R.E., and built at a cost of (we believe) £130,000. The building faces Rotten Row and Back

#### New Secretariat.

Bay to the west, and has a frontage of  $443\frac{1}{2}$  feet, with two wings towards the rear (east), 81 feet in length, the ends of which are in form three sides of an octagon. The basement, which will contain the printing presses, is 16 feet in height on a plinth of  $2\frac{1}{2}$  feet; the first floor, to contain the council hall, committee rooms, private apartments, and the Revenue Department offices, is 20 feet in height; the second, to accommodate the Judicial and Military Departments, is 15 feet, and the third, for the Public Works and Railway offices, is 14 feet; the total height from floor level to tie beams being 65 feet. In the entrance hall the principal staircase communicating with each floor is lighted by shafted windows contained in a single lofty arch, reaching through the several stories, and crowned by a large gable forming a principal feature in the west facade. The main centre of the building is provided with arcaded verandahs on the west or front; the remaining portion of the frontage up to the wings being retired and protected by sun shades, supported on brackets and corbels; on the east side closed corridors of communication run throughout the building. The north faces of the wings are arcaded, the south corridors being enclosed. The style is Venetian-Gothic. The walls are rubble and chunam masonry, exteriorly faced with Coorla stone khandkies in courses; the corridor arches on the ground floor are of alternate blue basalt and Porebunder stone; those of the first floor, of alternate

red basalt and Porebunder stone. The pillars are moulded Coorla cutstone; the small corridor shafts, the capitals and cornices of "Pauper" or Hemnuggur stone, a very superior silicious sandstone of a milky white tint. The outer cornice of the second floor will be of Ransome's patent stone. A few models of the carved work to the main entrance doors, designed by Mr. Molecey, were obtained from the School of Art. The Secretariat is remarkable for its portentous size and the inconvenience of the number of small rooms into which it is broken up. The side views of the exterior are good, but its flat uniform front, facing Back Bay, looks as if the architect had tried to build something which should be a cross between a barrack and a workhouse.

Next to it are two smaller buildings, both by Sir Gilbert Scott, the first the Senate or Sir Cowasjee University Senate Hall. Jehanghier Hall for the University, just completed, the second the University itself, not yet completed as to the tower. The architecture of the Senate Hall is of an early French type of the 13th century. The hall is 104 feet in length, by 44 feet in breadth, with a height of 63 feet to the apex of the groined ceiling, with a semi-circular apse of 38 feet diameter, separated from the hall by an imposing arch, occupying a space of 7 feet in the length of the building. The front corridor is 11 feet, and the side corridors 8 feet broad in the clear. There is a gallery round three sides of the hall, 8 feet in breadth, supported on ornamental iron brackets, and reached by staircases in octagonal towers at either side of the entrance porch. The facing is of Coorla hammer-dressed rubble in courses of 5 inches depth, pointed with Portland Cement. The plinth is chisel-dressed Coorla; bases, capitals, cornices and all other dressings of Porebunder; shafts of blue basalt, except in the main entrance, where they are marble. The groining is turned in buff bricks with Porebunder stone ribs; the floors paved with Minton tiles, and roofs of Taylor's patent tiles. The building has cost Rs. 4,15,804, of which Mr. Cowasjee Jehanghier contributed one lakh.

Among the public buildings that have been erected in Bombay, the University Hall stands pre-eminent, both as regards the purposes for

which it was erected and the beauty of its architecture. The general appearance of the exterior is satisfactory and pleasing, and, as might be expected from such a master of the art as Sir Geo. G. Scott, the proportions are excellent. An air of sobriety and usefulness characterises the whole design, and few will deny that it bespeaks the purpose for which it is intended. The open staircases are at least novel, if not original, in idea, but it has been found necessary to protect them during the monsoon. The interiors of these staircases are well worthy of observation, as they are masterpieces of construction, and the double columns will not fail to attract attention, as some of them are monoliths seventeen feet long. The porch is an elegant addition to the building, and being placed at the north end will afford sufficient protection to the entrance doorways, though the arches are carried up to the highest point the horizontal cornice would allow. The four spirelets are not merely ornamental as might be supposed, for up to a very short distance of the termination of the square they contain the stone staircases that lead to the roof gutters, and the additional weight obtained in the case of the two southern ones must act as a counterpoise to the thrust of the large interior arch. The finials that terminate them at the apex, being seen against the sky, are conspicuous features and are well proportioned. There is a want of exactness in some of the lines of the spires which a critical observer cannot fail to notice. The modelling of the gargoyles that carry the water from the gutters shows a want of the knowledge of anatomy, and the finials over the buttresses, too, are rather crude. The same remark applies generally to the carving both outside and in, with very few exceptions. The foliage to the capitals, it will be noticed, is in many instances out of date with the building. Many bits of the carving, too, have evidently been taken from well-known sources, illustrated by hard living German prints, and are unmeaning in form and character. It is to be regretted that Colonel Fuller did not obtain the best possible assistance that was to be had in Bombay for this portion of the work. It seems to us that for a building of such importance it would



have been advisable either to have obtained plaster models from England for all the carved work, or to have engaged the services of a competent modeller from England.

The interior of the building, arched over by massive ribs of stone and presenting one unbroken line of roofing from end to end, intersected only from the apse by the large arch, conveys to the mind but one idea, that of grandeur. From all points, the view is equally satisfactory. The brackets that support the gallery and the railing are indeed beautiful pieces of ironwork. The designs were furnished by Mr. Molecey, who has been the architect entrusted with the delicate task of preparing the working drawings and carrying out Sir G. Scott's design. The coloured decoration of the brackets is not quite pleasing; a warmer tone should have pervaded them, but the introduction of the gilding has been judicious and appropriate. The iron railing with its one tint of rust colour, picked out in gold, is light and elegant in design, and the gilt line in the wood fascia serves to connect the brackets and railings. The glass is, as regards the side windows and the circular window at the end, among the very best we have seen; but we may here remark that the proper time for seeing it is before noon, for, owing to the verandahs being continuously arched from end to end, a great deal of light is excluded from the upper parts of the side windows, and in the evening, owing to this circumstance, the brilliancy of the glass on the east side is completely obscured. The introduction of the coats of arms of the past chancellors was a happy idea of Mr. Molecey's, as by their means the date of the incorporation of the University and the building of the hall is indicated. The arms of the benefactor, Sir Cowasjee Jehanghier Readymoney, have also been appropriately introduced, but there is one missing that might have found a place amongst the others, and that is the arms of the architect, Sir Geo. Gilbert Scott. The interior of the hall has been greatly marred by the introduction of six "Brummagem" gas chandeliers in imitation bronze, that are suspended by iron rods from the cross arches. These chandeliers are quite out of character with the building.

The University Library and Clock Tower was also designed by Mr.

University Library. Gilbert Scott, and carried out in the

same manner as the University Hall

by detail drawings provided by Mr. Molecey, the resident architect. The ground-floor contains two side rooms, each  $56\frac{1}{2}' \times 30'$ , a central hall  $30' \times 27\frac{1}{2}'$ , and a staircase vestibule 28' square, projecting to the rear in an octagonal form, whilst to the west front is the tower, forming a carriage porch 26' square, inside measurement, and 36 feet outside, so that the walls are each 5 feet thick. The total length of the building is 152 feet. Along the west front is an open arcade 14 feet wide with round open staircases at either end, leading to the floor above. The arcade is groined in quadrupartite vaulting in Porebunder stone. The upper floor, which is to be devoted to the Library Reading Room, consists of one room extending the whole length of the building, its measurement being  $146' \times 30'$  and 32' to the apex of the arched teak-panelled roof that covers it. Over the carriage porch there is the tower which already forms such a conspicuous feature in the panorama of Bombay, and which, when completed, will be 280' high from the ground to the top of the metal finial. The height of the first stage, where the square form is changed, is 68'; the second stage to the top of the tower 118', and the third stage to the top of the finial 94'—total 280'. The height to the centre of the clock face, which is 12' 6" internal and 16' 6" external diameter is 167". The clock face will be illuminated by gas at night-time, a jet of gas being always kept burning, so that by a mechanical arrangement the gas can be turned in at a certain hour by the machinery itself. The stair-case octagonal vestibule is groined in Porebunder stone, the ribs springing from corbelled dwarf columns. The landing to the staircase, which is 9' wide, is also groined underneath, the two cross arches springing from the carved corbelled heads of Homer and Shakespeare that are ingeniously carved out of the capitals of the two large columns supporting the wall above. The large windows that light the staircase, as well as the windows of the library, are all glazed with stained glass obtained from the studio of Messrs. Heaton

Butler and Bayne of London. Amongst the items especially worthy of notice will be "the peal of joy bells" contained in the open spirelet of the tower, which, together with the clock, will cost about Rs. 30,000. The bells will be struck by machinery. The library is estimated at Rs. 280,748 : the tower at Rs. 217,345 ; that the total cost of the building becomes Rs. 528,093, which will be covered by Mr. Premchund Roychund's gift, in 1864-65, of four lakhs, and the interest thereon. This sum, however, will probably not suffice to provide for forty statues which will have to be placed in position if the building be ever carried out in its entirety.

Next comes the High Court, designed by Colonel Fuller, R.E.

#### The High Court.

(who has built all the new public buildings), now in course of erection, at a cost of £140,000. The Court will excel the Secretariat in size, but not, we hope, in ugliness. Judging from the arrangement of the plan, however, the same mistakes appear to be committed in this building as in the Secretariat. A grave defect, and one that can never fail to make it a matter of regret that the design of the building was not entrusted to a professional architect, is in the arrangement of the entrance and approach to the principal staircase, which can only be reached by a passage way 10 feet wide, leading from the carriage porch to the back of the building. The principal entrance doorway, and many of the details, such as windows that light the principal staircase, &c., are simply copies of examples given in Brandon's *Analysis of Gothic Architecture*. The whole of the interior fittings have been carried out from the drawings and designs prepared by Mr. John Adams, architect.

Adjoining is the Public Works Secretariat, a tasteful Venetian

#### Public Works Offices.

Gothic building, designed by Colonel (then Captain) H. St. Clair Wilkins, R.E., A. D. C. to the Queen, and costing £12,000. This new building to accommodate the offices of the Public Works Department was commenced in 1868, the limit of cost having been raised by the Government of India from 3½ lakhs to 4 lakhs. The building is 288½ feet in length, 50½ feet in breadth, and

consists of a basement, two stories over all, and a third storey over the centre portion, forming a handsome and commanding architectural feature. The height to the eaves generally is 54 feet, and in the centre 82 feet, the highest point of the roof being 116 feet. The building contains 916,700 cubic feet. The building is faced with hammer-dressed coursed blue basalt rubble in courses not deeper than 5 inches, with bands in Coorla rubble; the dressings of Porebunder stone, with red and blue basalt, alternating with Porebunder stone, in the arches.

A broad road leading to the Fort separates this building from the new Post Office designed by Mr. Paris and costing £60,000. Both the Post Office and the Public Works Sec-

Post Office.

Telegraph Office.

retariat have, unfortunately, been turned the wrong way, being set end on to the sea, instead of showing their full fronts. North of the Post Office, again, and at the junction of the main Esplanade Road is the Telegraph Office, which cost £25,000, designed by Mr. Paris.

And last, but not least, at the extreme point of the junction of

Queen's Statue.

these main roads, is the superb white marble statue of Her Majesty, by Noble, also the gift of Khanderao Guicowar, at a cost of £18,000. This statue is the most beautiful work of the kind in the City, and we have therefore chosen it as our frontispiece. When Lord Northbrook arrived in Bombay in April 1872 as the new Viceroy of India in succession to the murdered Lord Mayo, one of his first public acts in India was to uncover this lovely monument. The statue was at first intended to be a companion to the Albert Statue, which now stands in the new Victoria Hall, and is, for beauty and importance, the chiefest ornament there; but later considerations induced the magnate of Baroda to allow it to be placed on the prominent point on the Esplanade where it now stands; and to give it an appearance befitting its more public situation, the handsome marble canopy projecting over the regal crown which adorns the forehead of the Queen was added to the original design. So beauti-

ful is the statue that it would seem as if a description of it could only be treated poetically; and that to descend into a close technical description would overweigh the pleasurable feelings stirred within every one who sees it. Speaking in general terms, we may endeavour to give an idea of its character. Rising out of a marble-paved octagonal platform, the material for which, laid out in tessellars, was brought from China, the monument, out in fine Carrara marble, reaches a height of 42 feet. The basement, consisting of several steps, on the top of which the statue rests, rises to a height of seven feet ten inches. The statue itself is of colossal size, and though Her Majesty is represented in a sitting posture, she measures over 8 feet high. The canopy and Gothic peak, which are above her, bring the total height to 42 feet. The whole design is in pure Gothic. To describe the ornamentation would be difficult, so varied, minute, and intricate is it. The dress of Her Majesty is, by the art of the sculptor's chisel, made to look like lace work; the state chair, which is surmounted by a crown, is made to have embossed cushions; the canopy hangs with all the grace of arras; and the florid peaks which arise above are as graceful as the delicate points which arrest the attention of visitors to the most perfect Gothic structures at home or on the Continent. In front of the pedestal the royal coat-of-arms is a prominent object; in the centre of the canopy there is the star of India; above that the rose of England mingles with the lotus of Hindostan, as emblematic of the junction of Britain and India as the statue itself, while around them curl the mottoes, "God and my right" and "Heaven's light our guide." Besides these accessories, the leaves of the oak and ivy, symbols of strength and friendship, adorn the plinth and capitals of the columns; and in the multifarious mouldings the oak and the ivy twine with the lotus in delicate chisellings. On panels surrounding the statue there are inscriptions, in four languages, each telling their tale about the late Gaekwar's statue of Her Majesty. At a cost of Rs. 7,000 the statue has recently been encircled by a railing which harmonises with the general design.

The whole of this superb row of public buildings, beginning and ending with a gift of the late Khanderao Guicowar, when finished and supplemented, as we hope it may be, by a noble European hospital, will be unrivalled in any city in Asia. But, however fine the exterior, it must, we fear, be confessed that the internal arrangements of most of the new buildings, with the exception of the Post Office and the Telegraph Office, are far from satisfactory, and that "Venetian-Gothic" has not been proved to be the best style of architecture for a tropical climate.

Should the traveller, after leaving the Wellington Fountain, bear to the right, following the line of the tramway, he will be struck by the picturesque appearance of the broken outlines of the old Fort buildings on the face of the old ramparts.

He will first arrive, on the left, at the David Sassoon Mechanics' Institute, a small but elegant building the gift partly of the late benevolent citizen, David Sassoon, and partly of his son, Sir Albert Sassoon, costing £15,000. The institute contains a good library, the subscription to which is Rs. 6 a quarter. In the entrance hall is a remarkable statue, somewhat idealized, of Mr. David Sassoon, by Woolner.

Adjoining it, is the building, substantial and sufficiently handsome, leased by the Municipality from Mr. Ardasir Wadia. Then comes the pretentious, but somewhat unsightly, Watson's Hotel, built, at an enormous cost, of iron and brick, on perhaps the best site in Bombay. A long open space (may it remain so!) at the rear of the University buildings follows, and then a cross road, and then the handsome edifice occupied by the National Bank. Then a long line of handsome private offices and shops with stone arcades, one block occupied by the Bombay Club, another by the Comptoir d'Escompte

**Rampart Row.** de Paris, all at the back of the New High Court, and faced by the Oriental Bank. Last of all come Treacher's Buildings, a building (designed by W. Emerson) possessing great architectural merit.

In the "Grande Place" formed at this point, is the Frere Fountain, a very beautiful work of art which forms a splendid central feature in the perspective. This fountain was intended by the Agri-horticultural Society for the centre of the Victoria Gardens, £2,700 having been subscribed for the purpose; but after the commercial crash of 1865, it was found that the cost would be nearly £9,000;—the Agri-horticultural Society was itself insolvent, but it happily occurred to Mr. Crawford, in his double capacity as President of the Society and Member of the Esplanade Fee-fund Committee, to arrange that the latter body should pay the money still due and erect the fountain on its present site.

Straying towards the Town Hall, the traveller will pass the old Sassoon's Buildings and the cathedral, partly renovated in 1865 to '68, Elphinstone Circle. but incomplete for want of funds. On his way to the Elphinstone Circle he will pass Wallace's Buildings (of which the less said the better), and next to them Sassoon's Buildings, designed by Mr. Rienzi Walton, decidedly the best specimen of street architecture in Bombay. He will then face the Town Hall, flanked by the Elphinstone Circle, an imposing collection of buildings, with arcaded fronts, built at the very height of Bombay's prosperity in 1863, on sites for which the owners, chiefly English mercantile firms, paid a heavy price to the Municipality. It was Mr. Forjett who conceived the idea of converting the old Bombay Green in front of the Town Hall into a circle. Lord Elphinstone and Sir Bartle Frere warmly supported the scheme. The Municipality of the day bought up the whole site and re-sold it at a large profit in building lots with building conditions. Those who remember what Bombay Green was, with its clouds of pigeons, the mean little pagoda and the dirty, dusty, open space around, will agree with us in thinking that there have been few such striking improvements as this in Bombay.

Returning to the Frere Fountain after admiring the Circle garden, which has grown up marvellously since its creation for the Duke of Edinburgh's visit—the traveller, following Hornby Row, will observe

Hornby Row.

on his left Miss Prescott's Fort Christian Schools. This building, like the University Hall and Library, likewise dates its origin from the share mania times. Its existence is the result of the unselfish labours of Miss Prescott, a lady who for some years has devoted her life and her means to the education of a few children irrespective of caste or creed. Some friends on her behalf appealed to Sir Bartle Frere, who made a grant of the land on which the building stands, free of cost. Mr. Premchand Roychand likewise assisted by a gift of money, but the greater part of the expense has been borne by Miss Prescott, who collected the necessary funds from friends and others interested in a good cause. The founda-

**The Fort Christian Schools** tions were laid in 1871, but the building was not proceeded with for three or four years, owing to various obstacles that it is not necessary to explain here. The buildings consist of a ground floor, first floor and second floor. The ground floor is devoted to the school-room, which measures  $62 \times 25 \times 19$ , with a cook-room, godown, staircase, latrines, &c. The first floor is the Lady Superintendent's sitting-room and bedroom, with a bedroom  $25 \times 25 \times 15$  for boarders, containing eight beds with bath-rooms, &c., attached. Over the cook-room and godown is the hospital room, entirely shut off from the other portion. On the second floor is the matron's room with a large bedroom,  $45 \times 25 \times 21$ , containing fourteen beds with washing room, two bath rooms, &c., attached. The total length of the west front is 66 feet, and of the north front 100 feet. The height to the ridge of the main roof is 67 feet. The present height of the staircase tower is 57. The Fort Christian School was designed by Mr. George Twigge Molecey, F. R. I. B. A. Some way down on his right he will come to a very large

**The Parsee Benevolent Institution.** stone building erected for the Parsee Benevolent Institution by the family and bearing the name of the great Sir Jamsetjee Jeejeebhoy, whose statue, with those of other notable citizens, he will find in the Town Hall. A number



of towering private houses, all arcaded, will be passed on the left, and the traveller will then follow the tramway to the Arthur Crawford Markets, passing on his way the Sir Jamsetjee Jeejeebhoy School of Art now building. The total length of this building is 275 feet. There are four private studios for the masters, each  $30 \times 30$ , and four general class rooms, each  $60 \times 30$ ; also three large store rooms, each  $20 \times 30$ , and four small store rooms. Over the carriage porch is the Superintendent's room,  $23 \times 25$ . There are two private staircases

leading to the private studeos, and two general staircases. The large hall on the ground-floor measures  $55 \times 30$ , and above this is the museum and library. It will be noticed that the building is not parallel with the main road; but the necessary light for the studios would not have been obtained had the usual symmetry been adhered to. The building is plain and unostentatious, the funds not admitting of much ornamentation. The architect for this building was Mr. George Twigge Molecey, F.R.I.B.A. A description of the Markets will be found elsewhere. They were designed by Mr. Emerson, and form a very bold feature at the entrance of the principal thoroughfares in the town. Persons curious to get a

**View of Bombay from the Market Clock Tower.**

good bird's-eye view of Bombay cannot do better than mount to the top of the Clock Tower (128 feet), whence they will command the whole city.

Skirting the Esplanade, due west, the traveller will observe several large buildings on his left. **The Goculdas Tejpal Hospital.**

The first is the Goculdass Tejpal Native Hospital. It seems that, in 1865, there was a great outcry for another native hospital, and the late Mr. Rustomjee Jamsetjee Jeejeebhoy offered to provide £15,000 if Government would give £10,000 and the site, and if the Municipality would support the hospital. Everything was so arranged, when the financial crisis prevented the munificent son of Sir Jamsetjee

from carrying out the scheme. It lay in abeyance for some years until Mr. Goculdass Tejpal, a very wealthy and benevolent citizen, was on his death-bed. The Municipal Commissioner (Mr. Crawford) then waited upon Mr. Goculdas with the plans, and obtained a cheque for £15,000, armed with which, he subsequently induced Government and the Municipality to abide by the former arrangement. This building was designed by Col. Fuller R.E., and unfortunately exhibits many or most of the worst faults of the amateur architect. There is a curious mixture of styles, the author evidently intending his design to be English architecture of the 13th century, whereas probably from lack of ideas he has in places deliberately copied Venetian-gothic details from Mr. Ruskin's "Stones of Venice." This building also exhibits most conspicuously a fault common to other ambitious structures in Bombay, that they show a disproportionate quantity of roof. As the roofs are covered with smooth coloured tiles laid in lines of mechanical regularity, they suggest the notion that the buildings must have been set up by machinery.

**St. Xavier's College** follows : a plain but most capacious building, a monument of the wonderful devotion, energy, and determination of the

**St. Xavier's College.** Roman catholic clergy of this Presidency. This building, begun A. D. 1868, was completed A. D. 1873 ; the total cost was Rs. 2,62,194, towards which sum Government gave, 24th March 1871, Rs. 61,308, the balance being made up by the subscriptions of the Catholic clergy and laity. At the beginning of the present year the pupils numbered 708, some of them attending the college course, but only by far the greater number being in the school division.

As if to shut out the somewhat plain western face of this structure, the New Elphinstone High School, to which Sir Albert Sassoon has contributed £10,000, is being erected on the front of the main Esplanade Road. The total length of this building is 452 feet. There are twenty-eight class rooms, averaging 30 x 25, and four masters' rooms

20 x 25. The large hall on the first floor measures 62 x 35 below and 70 x 35 above the end gallery, with a passage way ten feet wide all round ; the height from floor to ceiling being 35 feet. Above the large hall is the library, 53 x 23. There are several novel features in this design, viz. the covered play-ground under the central portion of the building, the external staircase leading to the large hall, and the arrangement of the plan. The foundation-stone for this building was originally laid on the opposite side of the Esplanade Main Road and parallel with it, but the site being afterwards changed, the stone was removed to its present position under the carriage porch, where it may be seen on the right-hand side, facing the entrance ; the inscription stone on the left hand being afterwards prepared. The inscription is as follows :—

THIS THE FIRST STONE  
OF THE  
SASSOON BUILDINGS  
FOR THE  
ELPHINSTONE HIGH SCHOOL  
TOWARDS THE ERECTION OF WHICH THE SUM OF ONE LAKE AND A HALF OF RUPEES  
WAS CONTRIBUTED  
BY THE  
HONORABLE SIR ALBERT DAVID SASSOON KT. C.S.I.  
WAS LAID BY  
HIS EXCELLENCY THE RIGHT HON'BLE  
SIR W. R. SEYMOUR VESSEY FITZGERALD G.C.S.I. P.C.,  
GOVERNOR OF BOMBAY  
ON THE 3RD DAY OF MAY A.D. 1872.

The design for this building was prepared by Mr. George Twigg Molecey F.R.I.B.A. -

In the "place" opposite the Money Schools close by, is an immense gas lighthouse, with fountains at the foot, presented by the late Mr. Rustomjee Jamsetjee Jejeebhoy.

Having thus gone the round of the Esplanade, the traveller will feel with us, that, whatever mistakes may have been committed,

whatever opportunities thrown away or misused, yet, when one or two gaps are filled, a European hospital provided, and a good theatre and music hall erected near the Money Schools, Bombay may be very proud of the Esplanade. Travelling through the native town towards Parell our visitor, while he will be struck by the picturesque gables and lofty houses in Kalbadavie, will see no

The Jamsetjee Jejeebhoy building worthy of note until he and Cowasjee Jehanghier Hos- arrives at the Sir Jamsetjee Jejeebhoy pitals. Hospital, including a fine hospital

originally built by the old Baronet and added to by his sons, who have also provided a Leper Hospital and Incurable Ward close by ; while Sir Cowasjee Jehanghier Readymoney has presented an Ophthalmic Hospital at the same site.

Proceeding towards Parell the traveller will notice the very plain Jewish Synagogue, and then shudder at the ugliness of the Byculla Schools and Church.

His last sight of public buildings will be at the Victoria Gardens, where the Victoria Museum, a handsome structure, gorgeously ornamented within, stands back from the road, the

The Victoria Museum and Gardens. Sassoon Clock Tower in front. The Bombay Museum was founded by Lord Elphinstone, under the name of the " Government Central Museum," for the illustration of the economic products and natural history of Western India. The late Dr. Buist, LL.D. F.R.S., was the first curator, and the Rev. Dr. Fraser LL.D. succeeded him. The collections organised by these gentlemen were lodged in the Town Barracks, and on the breaking out of the mutiny in 1857 they were destroyed, the brigadier commanding the Bombay garrison having ordered them to be thrown out of the windows. In the same year Lord Elphinstone appointed the indefatigable Dr. Birdwood as curator, who, with the aid of Dr. Bhau Daji, raised a large sum of money by subscriptions from the public for the erection of a building. It was erected in the Agri-horticultural Society's garden ; and thus was established the Victoria and Albert Museum and Gardens, at a

total cost of 100,000*l*. The first stone was laid by Sir Bartle Frere in November 1862 ; but the works were stopped in 1865 for want of funds, and it was not until 1868 that the Government again undertook to complete them. The new museum was opened in 1871. It contains a fine statue by Noble of the late Prince Consort. The Victoria Gardens, having lately been entirely remodelled, may now be classed amongst the permanent attractions of Bombay, and seeing how the public appear to appreciate the improvements thus introduced, it is somewhat surprising that they should have been permitted to remain, until very recently, little better than a tangled jungle. The area of the entire ground is over thirty-four acres, but of this the two acres in the immediate vicinity of the Victoria and Albert Museum are the property of Government, and are merely entrusted to the charge of the Municipality, to whom the rest of the gardens belong. The whole, however, is enclosed within one boundary, which on three sides consists of masonry walling, and on the west side (the main entrance) of handsome cast-iron railings and a quadruple set of very ornate gates. The grounds are appropriately laid out with broad paths, raised terraces, and miniature ornamental lakes, and, being richly wooded with choice and rare kinds of tropical trees and plants, present at all times a gratefully cool and refreshing aspect. To be seen at their best, the visitor should select either early morning or evening ; as, in the former case, the freshness of all around, fragrant with the scent of numbers of choice flowers and creepers, will amply compensate for the little inconveniences usually attendant upon enforced matutinal exertions, whereas, in the latter case, the gorgeous and varied costumes of the native ladies and gentlemen (who frequent the gardens of an evening by thousands), combining with the rich green of the surrounding foliage, adds a feature of vivacity to the scene very charming in its effect, and presents a kaleidoscopic study of endless interest to even the most ordinary observer. The general plan of the gardens may be thus described :—On the right of the main

entrance a large portion has been laid out in the style known as English landscape gardening, embracing high banks and mounds, winding paths, terraces, lawns, ornamental lakes spanned by rustic bridges, and also spaces reserved for badminton and croquet. To the east of this, a deer park is in process of preparation, three sides of which are enclosed by water, and the fourth by a high fence, and within these boundaries may be seen *sambhur*, *cheetul*, *black buck* and other species of deer, besides *neil ghai* and *bison*; all apparently happy and contented in their confinement. To the east of the museum, a rustic bandstand has been constructed, at which, during the greater portion of the year, the band of H. E. the Governor, or of one of the local regiments, is accustomed to charm the public ear with bi-weekly performances. Between the bandstand and the museum building, raised terraces have been made for promenading purposes, and immediately in front of the former, a large open space has been levelled and made suitable for carriage traffic, so that those who are disinclined for exercise, may listen to the music at their ease and comfort. The rest of the gardens is intersected by broad paths, belts, and parterres of flowers, wide lawns, nurseries &c. &c.; and at its extreme east is a menagerie, where will be found a very fair collection of animals, including tigers, leopards, bears &c. Adjoining, is an aviary containing a collection of numerous birds, both native and exotic. The collection of flowers, shrubs, and trees is very large and varied. The former class includes, in addition to those indigenous to this country, many of the beautiful annuals familiar to us in Europe. Of roses there are one hundred different kinds alone, some very rare; but the European stranger, unaccustomed to tropical flora, and to the variegated and parti-coloured-leaved shrubs of this country, will take most interest in the bougainvillia, acalyphas, crotons, clerodendrons, pilodendrons, calladiums, cissus, begonias, coleis and numerous other examples of this kind which grow to such perfection in Bombay.

The following is a list of the most noteworthy to be found in the

gardens, from which seeds or cuttings may be obtained at a moderate charge on application to the superintendent :—

## TREES.

*Guatteria longifolia*.  
*Adansonia digitata*.  
*Bombax malabaricum*.  
*Eriodendron auriculatum*.  
*Sterculia fetida*.  
*Riedelia tinifolia*.  
*Pterospermum suberifolium*.  
*Cochlospermum gossypium*.  
*Calophyllum inophyllum*.  
*Sapindus emarginatus*.  
*Melia azadirachta*.  
*Anacardium occidentale*.  
*Spandias mangifera*.  
*Gurrua pinnata*.  
*Agati grandiflora*.  
*Erythrina indica* (red and white).  
*Butea frondosa*.  
*Pouzania glabra*.  
*Dalbergia latifolia*.  
*Inga dulcis*.  
*Severtenia mahogani*.  
*Cinnamomum Zeilanicum*.

*Michelia champaca*.  
*Thespesia populnea*.  
*Calabash*.  
*Grevillia robusta*.  
*Eucalyptus globulus* (two kinds).  
*Cicca desticha*.  
*Parkia biglandulosa*.  
*Adenanthera pavonina*.  
*Vachellia farnesiana*.  
*Acacia odoratissima*.  
*Poinciana regia*.  
*Parkinsonia aculeata*.  
*Jonesia asoca*.  
*Tamarendus indica*.  
*Cassia fistula*,  
 " *florida*.  
*Banhimia racemosa*.  
 " *vahlil*.  
*Lawsonia alba*.  
*Lagerstroemia reginea*.  
*Terminalia catappa*.  
*Pentaptera tomentosa*.  
*Syzygium jambolanum*.  
*Caeya arborea*.  
*Nauclea* sp.

*Ixora parviflora*.  
*Mimusops elengi*.  
*Plumieria acuminata*.  
*Bignonia spathacea*.  
 " *quadricocularis*.  
 " *indica*.  
*Casuarina muricata*.  
*Cordia sebestena*.  
*Gmelina arborea*.  
*Tectona grandis*.  
*Pisonia morindifolia* (China lettuce).  
*Macaranga roxburghii*.  
*Ticus indica*.  
 " *religiosa*.  
 " *elastica*.  
 " *brachialensis*.  
*Cupressus sempervirens*  
 " *glauca*.  
 " *funeraria* and many others.  
*Araucarias* of kinds.  
*Agave* sp.  
*Cycas circinalis* (palm).  
*Oreodoxa regia* " "  
*Areca catechu* " "  
*Cocos nucifera* " "  
*Caryota urens*. " "

## SHRUBS.

*Bixa orellana*.  
*Hibiscus liliiflorus*.  
 " *rosa sinensis*.  
 " *mutabilis* (and many other varieties).  
*Grewia asiatica*.  
*Triphasia trifoliata*.  
*Murraya exotica*.  
*Bergera konigii*.  
*Hippocratea grahamii*.  
*Malpighia coccifera*.  
*Hiptage madagblota*.  
*Zizyphus rugosa*.  
*Sophora tomentosa*.  
*Sesbania cæptiaca*.  
*Acacia glauca*.  
 " *concinna*.  
 " *arabica*.  
*Guilandina bonduco*.  
*Cæsalpinia cucullata*.  
 " *sappan*.  
 " *digynia*.  
*Poinciana pulcherrima*.  
*Inga hæmatoxylon*.

*Hæmatoxylon campechi-anum*.  
*Lagerstroemia indica*.  
*Aralia guelfoylii*.  
*Cassia florida*.  
*Metrosideros semper-fluens*.  
*Thea* (tea plant.)  
*Eranthemum elegans*.  
*Pandanus odoratissimus*.  
*Tamarix gallica*.  
*Datura suaveolens*.  
*Erythrina-christa-galli*.  
*Acalypha tricolor*.  
 " *marginata*.  
*Punica granatum*.  
*Panax cochleatum*.  
*Panax fruticosum*.  
*Gardenia lucida*.  
 " *florida*.  
*Randia dumentorum*.  
*Ixora bandhuca*.  
 " *coccinea*.  
 " *lutea*.  
 " *r-sea*.  
 " *grandiflora*.  
*Coffea* (coffee plant).  
*Serissafetida*.  
*Jasminum sambac*.  
 " *officinalis*.  
*Nyctantes arborescens*.  
*Nirium odorum*.  
 " *plenum*.  
*Wrightia antidysenterica*.  
 " *tinctoria*.  
 " *tomentosa*.  
*Tabernamontana coronaria*.  
*Cerbera thevetia*.  
*Allamanda cathartica*.  
 " *grandiflora*.  
 " *neriifolia*.  
*Calotropis gigantea*.  
*Bignonia stans*.  
*Duranta ellisi*.  
 " *plumierii*.  
*Vetex trifolia*.  
*Lantana* of kinds.  
*Clerodendron balfourii*.  
 " *speciosum*.  
*Justicia picta*.  
 " *adhatoda*.  
*Holmskoldia coccinea*.

*Poinsettia pulcherrima*  
*carminata.*  
*Poinsettia pulcherrima*  
*albida.*  
*Xylophylla falcata*  
*Asclepias curassavica.*  
*Croton variegatum.*  
 „ *longifolium.*  
 „ *irregulare.*  
 „ *maximum.*  
 „ *veitchii.*  
 „ *undulatum.*  
*Jatropha curcas.*  
 „ *multifida.*  
 „ *gossypifolia.*  
*Artobotrys odoratissima.*  
*Brunfelsia nitida.*  
*Catesbaea spinosa.*  
*Hamelia patens.*  
*Malvaviscus arboreus.*  
*Rondeletia odorata.*  
*Ronpella grata.*  
*Olea fragrans.*  
*Cycas revoluta (palm).*

## PERENNIALS.

*Vinca rosea.*  
*Plumbago rosea.*  
 „ *capensis.*  
 „ *zeylanica.*  
*Ruellia zeylanica.*  
 „ *infundibuliformis.*  
*Chrysanthemum indicum.*  
*Crinums of kinds.*  
*Thunbergia fragra s.*  
*Begonia discolor.*  
 „ *rex.*  
 „ *fuchiioides.*  
 „ *nitida.*  
 „ *hydrocotilifolia.*  
 „ *manicata.*  
 „ *argyrostigma.*  
 „ *ricinifolia.*  
 „ *zebrina.*  
 „ *depatala.*  
 „ *argentea maculata.*  
 „ *silver-shining*  
 and many others.  
*Meyenia erecta.*  
 „ *hawteynea.*  
*Ruellia juncea.*  
 „ *floribunda.*  
*Geraniums of kinds.*  
*Euphorbia splendens.*  
*Salvia coccinea.*

*Amayllis equestris.*  
*Bignonia capensis.*  
 Roses of 100 sorts.  
 Cannas of kinds.  
 Cactus of kinds.  
*Abutilon striatum.*  
*Aphelandra sp.*  
*Stachytarpheta mutabilis*  
 „ *jamaicensis.*  
*Liliums of kinds.*  
*Hemerocalis fulva.*  
*Jasminum odoratissimum.*  
 Marantas of kinds.  
 Aloes of kinds.  
*Dieffenbachia spectabilis.*  
 „ *picta.*  
 „ *piarcei.*  
 Fuchsias.  
*Alocasia metallica.*  
 „ *zebrina.*  
 „ *veitchii.*  
*Mirabilis jalapa.*  
*Magnolia fuscata.*  
 „ *grandiflora.*  
*Tillandsia zebrina.*  
*Nepenthes (pitcher plant).*  
*Fittonia argyreneura.*  
*Mimosa sensitiva.*  
*Polianthes tuberosa.*  
*Arundo versicolor*  
 (ribbon grass).  
 Coleis of kinds.  
*Amaranthus of kinds.*  
*Hydrantia mutabilis.*  
*Sanchezia nobilis variegata.*  
*Vatteria australis.*  
*Malpighia urens.*  
*Turnera ulmifolia.*  
*Bryophyllum calycinum*  
*Caladiums of various kinds.*  
*Dr. carna ferrea.*  
 „ *terminalis.*  
 „ *braziliensis.*  
 „ *draco.*  
 „ *guilfoylia.*  
*Alpinia mutans.*  
*Sansevieria zeilanica.*  
*Yucca wild.*  
*Ruta graveolens.*  
*Heitorium.*  
*Lavandula stoechas.*  
*Artemisia abrotanum.*  
*Marjorana hortensis.*  
*Mentha peperitha.*

*Myrtus communis.*  
*Meriandra bengalensis.*  
 Rosemary.  
*Gnaphallium.*  
*Pentas carnea.*  
*Gloxinias.*  
*Gesneras.*

## FRUIT TREES.

*Mangifera indica,* or  
 mango grafts.  
*Citrus decumana,* or  
 pumale.  
 „ *aurantium,* or  
 orange.  
 „ *acida,* or lime.  
 „ *limeta,* or sweet  
 lime.  
*Psidium guajava,* or  
 guava.  
*Anona squamosa,* or  
 custard apple.  
 „ *muricata,* or sour sop  
 „ *reticulata,* or bul-  
 lock's heart.  
*Vitis vinifera,* or grapes.  
*Garcinia mangostana,* or  
 mangosteen.  
 „ *cowa,* or indian  
 mangosteen.  
*Ficus carica,* or fig.  
*Musas of kinds,* or plan-  
 tains.  
*Nephelium lichi,* or  
 leeches.  
*Artocarpus integrifolius.*

## CREEPERS.

*Abrus precatorius.*  
*Quisqualis indica.*  
*Passifloras of sorts.*  
*Beaumontia grandiflora.*  
*Cryptostegia grandiflora.*  
*Hoya carnosa.*  
*Antigonon leptopus.*  
*Poivreia coccinea.*  
*Ipomoea tuberosa.*  
*Honeysuckle (red and*  
*yellow.*  
*Calonyction grandiflorum.*  
*Aristolchia ringens.*  
*Solanum asminoides.*  
*Stephanotis floribunda.*  
*Cissus bicolor.*  
*Combretum sp.*  
 „ *purpureum.*



*Dalbergia scandens.*  
*Bignonia jasminoides.*  
*Argyrea speciosa.*  
*Bignonia venusta.*  
*Jacquemontia violata.*  
*Stigmaphyllon ciliatum.*  
*Petrea volubilis.*  
*Thunbergia grandiflora.*  
*Bougainvillea glabra.*  
 " *spectabilis.*

#### ORCHIDS.

*Phalœnopsis amabilis*  
 (queen of orchids).  
 " *parishii.*  
*Bletia vericunda*, and  
 many others.

#### FERNS OF KINDS.

#### ANNUALS.

Wall-flower.  
*Petunia mixed.*  
*Phlox* "  
*Verbena* "  
*Coreopsis.*  
*French marigold.*  
*Snapdragon.*  
*Quamoclit vulgaris.*  
*Larkspurs.*  
*Zinnias mixed.*  
*Virginian stock.*  
*Portulaca.*  
*Cosmodium.*  
*Stock large.*  
*Antirrhinums of 20 sorts.*  
*Cineraria maritima.*  
*Gaillardia hybrida*  
*grandiflora.*  
*Dianthus barbatus.*  
*Digitatis* iverys spotted.

*Lychnis chalconica*  
*alba.*  
*Sweet-william.*  
*Indian pinks.*  
*Ice plants.*  
*Aster dwarf German*  
*mixed.*  
*Celosia cristata.*  
*China aster.*  
*Lupins large.*  
 " *small.*  
*Gaillardia picta.*  
*Nosturtiums of kinds.*  
*English pansy.*  
*Belgian* "  
*Salvia splendens.*  
*' auditus mixed.*  
*Mignonette.*  
*Double daisy.*  
*Balsam.*  
*Hollyhock, and many*  
*other varieties.*

The annual cost of the gardens amounts to Rs. 10,000, which is granted from the public funds by the Corporation. With this sum a staff consisting of twenty-five mallees (gardeners), thirteen women, eight boys, and twenty-nine coolies, is kept up throughout the year, and beyond this, except on emergencies, no other labour is employed. The receipts for the year 1876 by the sale of plants, cuttings, lucerne grass, and fruits, amounted to Rs. 6,000. The public of Bombay are indebted for the conversion of the Victoria Gardens into a place of recreation worthy of the name, to the skill and good taste of Mr. Rienzi Walton, Executive Engineer to the Municipality.

On the opposite side of the road is the handsome pile of buildings forming the Cowasjee Jehanghier Elphinstone College, the well known Sir Cowasjee Jehanghier Readymoney having contributed half of the entire cost. In fact, go where you will, the

#### The Elphinstone College.

liberality of this gentleman will of necessity be brought to notice ; for, among other benefactions, the streets are studded with public drinking fountains presented by him. The college had its origin in a meeting of the Bombay Native Education Society, held on the 22nd August 1827, to consider the most appropriate testimonial to the Hon. Mountstuart Elphinstone on his resignation of the government of Bombay. The result of this meeting was

that a sum of Rs. 2,29,656 was collected by public subscription towards the endowment of professorships for teaching the English language, and the arts, sciences and literature of Europe, to be denominated the Elphinstone professorships. This sum afterwards accumulated to Rs. 4,43,901, and the interest of it is augmented by an annual subscription from Government of Rs. 22,000. The first Elphinstone professors arrived in 1835, and commenced their work in the Town Hall. For some reason or other, they did not meet with the success which they desired; and a year or two later an amalgamation was effected between the Native Education Society's school, situated on the verge of the Esplanade, and the nascent college, under the name of the Elphinstone Institution, the teachers in the latter being elevated to the status of professors, and a division of labour being arranged. The first report of the amalgamated institution was issued in 1840. In 1856, the professorial element was separated from the Elphinstone Institution, which, from that time, became a high school. The college was removed at first to Byculla, and later to Tankerville, Baboola Tank Road. It was on the 20th February 1871 transferred to the handsome structure on the Parrell Road known as the "Cowasjee Jehanghier Buildings." The new building cost Rs. 2,00,000. The property and endowments of the Elphinstone College are under the guardianship of the trustees of the Elphinstone Fund. A list of the endowments and scholarships connected with the college is published in the *Bombay University Calendar*.

We have dwelt at some length on this subject (the public buildings of Bombay), for we take a pardonable pride in them. It is not only that so much has been done well, but that so large a portion of what has been effected is due to the munificence of individual citizens. About one million sterling has been spent in the last fifteen years, of which £240,000 has been contributed by private persons.

Since 1860, there has been spent on the improvement of Bombay in roads, reclamations, and public buildings at least  $6\frac{1}{2}$  millions sterling. In the same period, or rather since 1865, the Municipality has expended not less than four millions in sanitation and general

conservancy. Some of this vast outlay may have been extravagant, but the undoubted result has been to convert an ugly and filthy town into a healthy and handsome city.

#### THE ARTHUR CRAWFORD MARKETS.

These markets deserve a separate description, for they are the noblest and most useful of all the public improvements executed in Bombay, and they form a grand monument to the energy and administrative capacity of the gentleman whose name they bear, and who was Municipal Commissioner of Bombay from July 1865 till November 1871. When Mr. Crawford became Commissioner the slaughter-houses of Bombay were within the town and close to the so-called

##### The Old Markets.

public markets, wretched low-tiled open sheds, indifferently paved and drained, very crowded and hot, and dirty to a degree. The very sight of such places was loathsome and disgusting, and no one resorted to the markets who could possibly avoid it. Mr. Crawford first of all set to work with the butchers, whom he turned out of the town altogether. New slaughter-houses were erected at Bandora, a station on the B. B. and C. I. Railway, seven miles from Bombay, separate buildings being, in order not to offend native prejudices, provided for the killing of sheep and cattle. The build-

The Bandora Slaughter Houses. ings are large and plain; they are furnished with a good supply of Vehar water, and are well drained. The animals are daily inspected and passed for slaughtering before entering the slaughter-house yards. The carcasses being prepared, they are hung up in meat vans in special railway trains, which reach Boree Bunder station in Bombay by 4 A.M. Here there is a siding, with a screen to separate the beef and mutton vans, and separate gangs of coolies to carry the meat to the markets, about 80 feet off. For the markets the Government granted a convenient site, covering 72,000 square yards, at the north-east corner of the Esplanade. The ground was laid out so as to assign the principal part of the space to the Flower, Fruit, and Vegetable markets adjoining the Market and Esplanade Cross Roads, and to place the Beef, Mutton, and Fish markets

at some distance off to leeward of them, with an open space in the centre which could be made into a garden. A store shed was built at the south side of the enclosure, with separate rooms to be hired out to wholesale dealers in fruit, &c. For the Meat markets (it was necessary to have separate buildings for the beef and mutton) no architectural ornament was considered necessary ;

#### The New Market.

open, airy, commodious buildings only were required. "But on the west and north-west frontage to be occupied by the Fruit and Vegetable markets I was bound," says Mr. Crawford, "as well for the appearance of the town as by the conditions of the Government grant, to erect a building with some architectural pretensions. Having failed to obtain suitable designs in England, I commissioned Mr. Emerson to prepare one ;" and the result of this commission is a very handsome building which in general appearance and in the convenience and cleanliness of all its internal arrangements, is not surpassed by any market in the world. The building consists of a centre hall with three principal gateways, surmounted by a clock-tower. Each arched gateway is divided by a column of polished granite on a blue basalt base. The arched compartments above should be filled with sculptured marble entablatures representing everyday scenes of Indian life ; but only two of these had been completed by the sculptor, Mr. Kipling, before he left Bombay. The third is likely, apparently, to remain unfinished, as even the inscriptions in English, Marathee, and Guzerathee, stating when the markets were built, for which blank spaces were left at the base of the columns, have not been placed there yet. The masonry is of coursed Coorla rubble, with Porebunder cooins, relieved by a very fine warm red stone from Bassein. Entering the central hall, in which there is now a drinking fountain presented by Sir Cowasjee Jehanghier, the fine dimensions of the building at once strike the eye. To the right stretches a masonry wing, 150 ft. by 100 = an area of 15,000 sq. feet, which is reserved for fruit and flowers ; and to the left an iron wing 350 ft. by 100 = an area of 35,000 sq. ft.,

which is appropriated to stalls for vegetables, spices, &c. The centre, including the gateways, covers 16,000 sq. ft. The total area under cover is 56,000 square feet, all open, with double iron roof of 50 ft. span, supported on iron columns. Height to the wall plates 30 ft. ; height to ridge of roof 51½ ft. The market is paved with Caithness flags, and the conservancy arrangements are very good.

The visitor who wishes to see this market at its best should go there in the early morning, between

#### Flowers.

6 and 7. He will then see, in the fruit season, from November till May, such a show of fruit and flowers as cannot be matched in any other city. Each dealer sits upon his stall with his goods beside him, so that there is plenty of room for strangers to walk about, even when the chaffering is busiest. Walking down between the rows, one sees, first, stalls covered with wreaths of jessamine (the mogra variety of jessamine is especially prized by the natives) and garlands and bouquets of garden flowers. Gardening is now much more fashionable than it used to be in Bombay, and nearly all varieties of English flowers, from roses down to verbenas, are grown here in abundance. Several stalls are devoted almost entirely to the sale of *pan soparee*, the favourite luxury of all natives. The *pan* is a green aromatic vine-leaf, which is spread with lime and wrapped round a bit of betel-nut (the fruit of the areca palm), and chewed. Its taste, which is not unpleasant, is due wholly to the *pan*, the nut, which in appearance closely resembles the nutmeg, having no flavour, and being only useful apparently to prolong the chewing process. The vine from which the *pan* leaf is gathered, requires very careful and expensive cultivation. Great plantations of it are kept up in the valley of the upper Nerbudda near Jubbulpore ; and the leaves are packed in baskets and sent to Bombay. Of fruit there is, first of all,

#### Fruit.

the plantain or banana, in all its varieties, of which the small delicate yellow one is the best for eating. Then we have pummeloos, of

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which the best grow in and about Bombay. The pummelo (West Indian shaddock) is a species of citron, with a slightly bitter flavour; it is a delightful fruit to eat in the morning after a long walk or drive. Melons and pumpkins abound, and are much used by the natives. Excellent oranges come from Nagpore; those grown nearer the sea have not much flavour. Fine black and white grapes are supplied by Aurungabad, and a good many baskets come all the way from Cabul, which has always been celebrated for fruits, and from which Bombay also gets walnuts, pistacio nuts, dried peaches, and app'es. Nectarines and peaches of good quality are grown at Bangalore, but it is only occasionally that they find their way into the Bombay market. Occasionally, a basket or two of strawberries find their way down from Mahableshwur, where this delicious fruit grows in perfection. Fresh and dried dates are brought from Muscat in the Persian Gulf. Coconuts, figs, guavas, and custard-apples are all plentiful and cheap; and the pine-apples are often as good as any raised in English hothouses for twenty times the money. The best pines are grown down in the Southern Concan, and are brought up to Bombay in country boats. The *chickoo*, a fruit like the medlar, but of a better flavour, is esteemed a great delicacy. The fruit, however, for which Bombay is deservedly most famous is the mango, which comes into season in May. The Afoos (probably a corruption of Alphonse) mango of Mazagon is the best. It is pear-shaped, and can be distinguished from other mangoes by a little lump or horn at the narrow end. Of vegetables, also, which a hundred years ago were very scarce in Bombay, there is now an endless variety. The onion of Bombay maintains its character of being "celebrated all over the East, and good celery and cucumbers are also grown in the neighbourhood. The chief source of supply for the vegetable market is, however, the country about Poona, which

#### Vegetables.

grows capital green peas, green onions,  
French-beans, lettuces, cauliflowers &c.

Potatoes are cultivated for the Bombay market at many places above the Ghauts, from Nassick to Tulleygaum, and Mahableshwur.

Great quantities of the various pickles, spices, and other condiments to which the natives are so partial are sold at the stalls in the Vegetable Market. There are also in this part of the building several shops for the sale of oilman's stores, and two or three stalls hired by bakers for the sale of bread.

The Beef Market is an iron building paved with Yorkshire flags. It is kept as clean as possible by Mr. Higgins, the Superintendent of the Markets, but the unpleasant smell of meat in a hot climate cannot be wholly done away with. This is more disagreeably apparent in the Mutton Market, which is decidedly overcrowded, one end of it being set apart for fish. There ought to be a separate Fish Market, and there is room for such a building at the eastern end of the Vegetable Market on the ground already enclosed. Both the

#### Meat.

beef and mutton sold in Bombay are good, as a rule, though of course the meat is small and lean as compared with what one gets in England. Venison can occasionally be purchased in the market; and the other favourite dish at an alderman's feast, turtle, is not difficult to procure, as turtles are frequently brought to Bombay from Kurrachee, where they abound. Bombay can boast of some fine fish—more

#### Fish.

particularly the pomfret, a large species of flounder, with a flavour resembling that of turbot, but more delicate. The bombelo or Bombay duck is a gelatinous fish, not liked by many persons when it is fresh. When dried, however, it forms a favourite relish. Very good oysters are caught all along the coast. The shell appears large, but the oyster itself is plump, well-flavoured, and not inconveniently big.

Close to the Mutton and Beef Markets is the coffee-shop where

#### The Butler's Coffee Shop.

the butlers who go to market for their masters get their breakfast. This popular institution brings in a clear revenue of Rs. 1,200 a year.

The enclosed garden was regularly laid out and planted with trees in 1870, when the markets were completed, and it now presents

#### The Garden.

a very refreshing appearance. In the centre of it is one of the

prettiest fountains in Bombay. It was designed by Mr. Emerson, and the panels round it, with female figures representing the various rivers of India, were sculptured by Mr. Kipling, of the School of Art.

On the southern side, adjoining the store-house, is the live

#### Poultry and Game.

poultry market, generally well stock-  
ed with fowls, ducks, and turkeys.

Of game it may be said that the snipe, curlew, teal, and wild duck, and the florican, when in season, are excellent; partridges and other game are hardly worth eating. Many parrots, cockatoos, minas, canaries, love birds, &c., are offered here for sale.

The Crawford Markets cost Rs. 11,18,500. Only about one-  
third of the population, it is

#### Cost and Revenue of the Markets.

estimated, is supplied from them.

The market for perhaps half the population is the iron building in the Null Bazaar, in the native town, between the Parell and Duncan Roads, erected at a cost of Rs. 1,37,000, and now bringing in an income of about Rs. 38,000 a year. Here in the evening thousands upon thousands of people may be seen marketing. The whole annual cost of maintaining the Municipal Markets of Bombay is now Rs. 80,000 (a sum which might be considerably reduced), while the revenue from them is Rs. 2,12,000. The net revenue is therefore Rs. 1,32,000, which, taking the total capital expenditure at Rs. 15,00,000, yields interest on the investment at the rate of 9 per cent., double the rate at which the Municipality can borrow money.

#### THE PEDDER MARKETS.

An addition has been made to the number of municipal markets since the publication of the first edition of this *Guide*. The Pedder Markets at Mazagon have been built in deference to numerous petitions from the inhabitants there, who had just cause to be dissatisfied with the filthy and overcrowded sheds which hitherto did duty as the mart for their daily supplies of food. The population of Mazagon is chiefly composed of Christians, a great proportion of whom are European and Portuguese; the demand, therefore, for fresh animal food and for a suitable market to purchase it in became a necessity which



could not be overlooked ; consequently three lofty, airy and well ventilated buildings have been erected in the centre of a neatly-laid-out garden, enclosed by a substantial wall and ornamental railing. No pretensions at architecture have been aimed at ; but the buildings are in every way well suited for their purpose. They are clean, spacious, thoroughly well drained, and provided with an ample supply of water, and so far from being offensive, as markets usually are in this country, are on the contrary not only an acquisition to the residents as a matter of convenience, but from their gay and pleasing appearance have become quite a feature in the neighbourhood.

The larger building near the main entrance is the **Fruit Market**, where all kinds of fruit and vegetables, as their season comes round, may be obtained ; and the building in rear of this is the **Fish and Mutton Market** ; at one end of which there are several stalls for the sale of mutton, while at the other end nothing but fish is sold. Of this last commodity Bombay is particularly fruitful, for, except during the monsoon, when the fishing boats dare not face the weather, many kinds and varieties of fish of excellent quality are always here for sale. For the epicure oysters, shrimps, prawns, lobsters, and cray fish are always to be obtained, while on the other hand the stomach which prefers quantity to quality may gratify its utmost desires with the shark stakes which are almost daily offered for sale.

The **Beef Market**, which is placed apart from the others, is much smaller, containing space for eight stalls only, but, notwithstanding, is in every way adequate to the demand of the beef-eaters of **Mazagon**. Fresh beef is daily supplied, and by the strict supervision of the superintendent (Mr. Higgins) every precaution is taken to prevent the introduction of any inferior quality of meat into these markets.

The total cost of the construction of these markets has been **Rs. 37,000**. They have by a resolution of the Corporation been named after the **Municipal Commissioner, Mr. W. G. Pedder C. S.** to whose exertions they owe their existence.

### THE FORT.

Turning to the right from the Sailors' Home, and passing over the

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site of the Apollo Gate of the old fortifications, you enter the Fort. On your right is the Dockyard, on your left the Scotch church, whence the line of the fortifications can be traced by the frontage of the houses running parallel to them along Rampart Row to Church Gate, and Hornby Row to Bazaar Gate. The Fort is divided into two well marked sections. From the Scotch church to the western end of Church Gate Street, up this street to the Cathedral, Elphinstone Circle, and the Town Hall, and back by the Custom House to the Dockyard, is the European quarter, containing the Government and merchants' offices and the principal European shops. The northern section of the Fort from the Cathedral to opposite the G. I. P. Railway station at Boree Bunder is the native bazaar, chiefly occupied by Parsees. The greatest portion of the house property in the Fort has been created since 1758, when the completion of the line of fortifications made the inhabitants of Bombay anxious to live within the walls. Mr. Warden, Secretary to Government in 1812, mentions, in his Report on the Landed Tenures of Bombay, that people then living could "recollect the space on which the Government House is built, and the whole range where the Rope Walk (Rampart Row, W.) stood, including the premises belonging to Mr. Forbes, and in fact the best part of the Fort, as plantations of cocoanuts, which it became the policy of the Government to acquire and to remove ;' and in prints of the latter half of the eighteenth century the only buildings shown south of the Cathedral are Government House (the old Secretariat), the Custom House, and the building now used as the High Court. To induce people to settle in Bombay, the Government at first gave away land to any one who wished to build ; and thus most of the valuable ground was quickly alienated. Then the Government was compelled, when pressed for room, to buy back such property as it wanted from the tenants. A part of the extensive and rambling range of buildings forming the old Secretariat was in 1764 purchased from Mr. Whitehill for Rs. 45,000. The site of this office had previously been a tank, which was filled up by Mr. Whitehill and the house erected thereon. The Secretary's

house in the same compound was bought from Mr. Secretary Ravenscroft in 1780 for Rs. 20,000. A house and back apartments adjoining the Marine House were purchased by the Government from Mr. George England in 1766, as being conveniently situated for carrying on the different branches of the marine business, for Rs. 27,675. The Court House appears to have been purchased about the same time for Rs. 60,000. In 1790, the Government bought for Rs. 27,000 the house, out-houses, and cotton screws near the old bunder belonging to Mr. John Hunter, immediately adjoining the Company's hospital, "which had been so often recommended by Sir Edward Hughes and others to be taken into the marine yard." In 1803 a great fire broke out in the Fort, and destroyed nearly three-fourths of the bazaar, together with the barracks, custom-house, and many other public buildings, and property of immense value belonging to the native merchants. Many houses in the neighbourhood of the Castle were battered down by the artillery, to stop the progress of the flames and preserve the magazine, or in all probability the whole town would have been destroyed. The Company resolved to rebuild the town, and tried to resume a great part of the property. They were met, however, by a combination on the part of the native landholders, and it appears, from what came out in the inquiry instituted on the Company's behalf some years afterwards, that at that time some European merchants were in possession of a good deal of house property. Mr. Leckie, founder of the house of Leckie and Co., drew in 1812 an income of £3,000 a year from his property in the Fort, which adjoined the Scotch church, and a part of which is now represented by the office of Sir Charles Forbes and Co. Further along Rope Walk Street (so called from the Rope Walk here kept for many years by the Company for the manufacture of coir ropes, &c.) and at the bottom of Forbes Street Mr. (afterwards Sir Charles) Forbes had built the office now occupied by Messrs. D. Sassoon and Co., and the Government had a quarrel with Mr. Stewart, Mr. Forbes's partner, for encroaching on the road by constructing "a suite of low buildings adjoining his house for the *Courier* office." The

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buildings within the walls of the Fort, including the barracks, the arsenal, and the docks, were valued by Mr. Warden in 1812 at one crore and five lakhs of rupees. The average price of land, before the great fire, had been Rs. 8, 10, and 12 a square yard, but the price rose afterwards to, in some instances, as much as Rs. 25 and Rs. 30. In 1865, plots of ground on the site of the ramparts opposite the end of Forbes Street were sold for as much as Rs. 115 and Rs. 120 a square yard; but that was at a time when prices of everything in Bombay were abnormally high. The ground there now is probably not worth more than Rs. 30 a square yard. In the principal streets, however, of the Fort, the nominal value of land has certainly been quadrupled since the beginning of the century. The houses are for the most part plain, ugly buildings, three or four storeys high, with tiled roofs.

Between Forbes Street and Bombay Green were situated most of the Government offices. In this quarter also, up to within the last twelve years, most of the great mercantile firms had their offices, and the principal European shops were in Meadow Street, then the busiest thoroughfare in Bombay. The transformation in 1863 of the Bombay Green into the Elphinstone Circle has shifted the centre of business, and from the Circle down Church Gate Street, and then along Rampart Row to Watson's Hotel, is now the most frequented part of the Fort. The Admiralty was the block of buildings extending from the back of the *Bombay Gazette* Office up Forbes Street to near the corner of Apollo Street. It is principally remarkable for a staircase approached through a gateway from Forbes Street, up which it is said by tradition to have been a favourite diversion in the old days for gay young men to ride their horses after dinner. The Military Stores Office was situated between Meadow Street and Military Square. In Meadow Street the oldest building is the Catholic chapel and convent, built above the beginning of last century. In the inner quadrangle of this building is a garden containing a bread-fruit tree, the only one probably that can be found in India. A walnut tree grew near it, but was cut down a few years ago. In the Secretariat, in Hummum Street, the room is still shown where Governor Duncan died. Here the meetings of

Council were held regularly, and public breakfasts were given, up to Mr. Elphinstone's and Sir John Malcolm's time.

If we suppose, now, that the visitor starts from the Dockyard gate and proceeds up Marine Street to the Town Hall, there are some buildings of great interest to engage his attention. First of all, we have on the left the Scotch church.

St. Andrew's Presbyterian Kirk in the Fort was begun in 1816,

St. Andrew's Kirk.

and originally cost Rs. 50 000, which

sum was defrayed by Government. Its

first minister was the Rev. James Clow. When he landed in the country, in 1815, he had to hold service at first in the mess-room of the Town Barracks (now the Shipping Office), and afterwards in a room in the present High Court. It was not without an effort that permission was obtained from the Court of Directors for building the kirk; and when sanction was at length accorded, it was stipulated that the structure should be undistinguished by a steeple. On the representation of the congregation, however, this invidious condition was withdrawn, and the church was completed in 1818. In 1826, the steeple was struck down by lightning, and the present one was constructed by John Caldecott F.R.S., the astronomer at the Trevandrum Observatory. In 1822, a junior chaplain was appointed to the church, the Rev. Joseph Laurie. On Mr. Clow's retirement, in 1834, Mr. Laurie succeeded him, and the Rev. Dr. Stevenson, the well-known missionary and orientalist, was brought on the strength of the establishment. He was promoted to the senior chaplaincy in 1841. In 1825, on the recommendation of Mr. Clow, an organ was obtained for the church; it has lately been replaced by the more effective instrument now in use, built by Messrs. Bishop and Starr, the builders of the organs in the Cathedral and the Town Hall. Until 1833, there was only one service held on Sundays in the kirk: the evening service was commenced in that year.

The Dockyard, situated between the Custom House and the Apollo

The Dockyard.

Bunder, contains five graving docks,

which are constructed so as to make

two large docks. They are placed alongside each other, and the

steam factory adjoins them. The three docks furthest from the steam factory are the oldest. They are called the Upper Old Bombay Dock, the Middle Old Bombay Dock, and the Lower Old Bombay Dock, and were constructed in 1736. The upper

**The Docks.**

dock is 209 feet in length, and 47 feet 7 inches in width; the middle dock is 183 feet in length, and 51 feet 10 inches in width; the lower dock is 256 feet in length, and 51 feet 10 inches in width: thrown together they make one dock, 648 feet in length. The two other docks alongside are called the Duncan Docks, and were first constructed in 1810. The Upper Duncan Dock is 286 feet in length, and 63 feet 10 inches in width; its original length was 216 feet, but it was lengthened 30 feet in 1845, and 40 feet more in 1849. The Lower Duncan Dock is 246 feet in length, and 63 feet 10 inches in width: these two docks thrown together make one large dock 532 feet in length. Immediately outside the docks there is a depth of 17 feet of water, so that no ship drawing more than that could enter the docks, and there is a constant tendency to silting up near the entrance to the docks, so that dredging is needful; but a vessel once in the docks floats in 18 feet of water, and there is ample time to "shore up" the sides of a vessel before the water retires. Before these docks were constructed, in 1736, there was a basin formed where the upper old Bombay dock now is, but it was simply a mud basin, in and out of which the tide flowed at will. The East India Company, as early as the year 1673, were obliged to build ships of war to defend their trade against the Malabar pirates; but previously to 1735 the principal building station was at Surat, where the Company's factories were first established. It is only at Bombay, however, that the rise of the tides facilitates the construction of docks with a good depth of water; and for this reason Bombay was soon preferred to Surat. In 1735 part of the ground was selected in Bombay, where the present docks are now, and for some years there was a thoroughfare through the Dockyard. In 1767, the size of the yard was increased, and in 1805 the Dockyard was still further enlarged and enclosed, and the thoroughfare through it was discontinued.

These docks have been in constant use from the day of their completion, and the Dockyard was for a long period celebrated for turning out first-class men-of-war. A number of schooners, galleys, ships, and amongst them, in the year 1768, a Governor's yacht, were built here, but none of them of much tonnage. In the year 1800, a 74-gun frigate, the Cornwallis, of 1363 tons, was built for the East India Company, and afterwards the Admiralty ordered men-of-war for the King's navy to be constructed in the Bombay Dockyard. Several men-of-war have been built in this Dockyard—vessels carrying 86, 74, 38, 36, 18 and 10 guns; the last man-of-war was the Meanee, built in 1847, carrying 84 guns and 2,400 tons burden. In all, 19 ships of war have been built in the Bombay Dockyard for the Royal Navy, since the docks have been constructed. Besides these men-of-war, a large number of smaller vessels of war have been built here, including 29 vessels for the East India Company and 17 ships for the Indian Navy, and besides several pilot vessels and cutters, and 66 merchant ships, ranging from 250 to 1700 tons, have been built here. From the year 1840 a number of steamers have been built, coal boats, pilot boats, and schooners. The two largest steamers in late years built were in the year 1854, the Assaye and the Punjab, of 1800 tons each. Since this date, owing chiefly to the introduction of iron instead of wood for ship-building, and the consequent advantage of having large ships built in England, where iron is cheap, the work done in the Dockyard has been confined to the construction of water boats and pilot boats. The last work done has been the construction of a number of barges known as the saddle-back barges, which have been employed in making the Harbour Defences and for reclamation purposes; they are of 100 tons each, and are believed to have cost a very large sum of money.

At the time when the docks were first made in Bombay, in 1736, European ship-builders were not to be had; but for some years previously, at the East India Company's building station at Surat, a Parsee foreman named Lowjee Nusserwanjee had been employed, who showed remarkable aptitude in the art of ship-building. He

was brought from Surat to establish the Dockyard in Bombay, and for 38 years he acted as master-builder here, and from that day to the present a direct descendant of Lowjee Nusserwanjee has filled that responsible position. The members of this Parsee family, who have held the appointment of master-builder in Bombay for 140 years, have performed their duties without any European superintendence. These Parsee ship-builders (their family name is Wadia or ship-builder) made the reputation of the Dockyard in its earlier days by turning out well-built ships, constructed chiefly of teakwood, which, as the worm will not eat it, and as it contains oil enough to prevent the iron clamps and bolts that bind it from rusting, has more enduring qualities than oak. The Lowjee Family possess many testimonials from British Admirals, including one from Vice-Admiral Sir Edward Hughes in 1788 to Manockjee Lowjee, to whom also was presented a medal "for services rendered the nation;" from the Honorable the East India Company in 1789, from Admiral Dundas in 1801, from Rear-Admiral Sir Thos. Trowbridge in 1802 who wrote, "I have pledged myself you will produce ships that will eclipse those built in England;" from Governor Duncan, and from the Superintendent of Bombay Marine in 1805; and throughout their career the Parsee ship-builders appear to have always conducted themselves in a highly honourable manner, and to have been most excellent workmen. The present Master Builder is Mr. Jamsetjee Dunjeebhoy, who belongs to the Lowjee Family, and has been in the service in the Dockyard since April 1st, 1844, and has been Master Builder since 1st March, 1866.

Alongside the docks is the steam factory, a building 400 feet in

**The Steam Factory.** length, 48 in width, and 42 feet high,  
which contains all the machinery

requisite for making boilers and every portion of the fittings of a marine steam-engine. In the upper floor the lighter machinery is placed, and here the smaller fittings are made; in the ground floor the heavier machinery and steam-engines are placed. At the end of the building on the ground floor is the foundry, and the building contains machines for rolling, planing, punching, drilling, mortising,



tenoning, slotting, lathes of all descriptions, all driven by two engines of 10 and 20 horse-power each. There is a small independent steam-engine on the upper storey which is intended to set in motion the machinery on that floor if required from any cause to do so. The punching and shearing presses are in an adjoining building. Since the abolition of the Indian Navy, the work in the factory has been reduced in importance and is now confined to smaller performances. Notwithstanding, however, this reduction, some valuable planing machinery has been sent out; but this cannot be fixed, as the grant of Rs. 10,000 required for the purpose cannot be obtained, and so the machinery is useless. The steam factory is, nevertheless, very complete, and presents a very interesting scene with the variety of machinery busily at work in a long and imposing building.

The Bombay Dockyard is five or six times bigger than the Kidderpore Dockyard at Calcutta. The Dockyard at one time covered 600,000 square yards, but for the new Sailors' Home, just completed, 150,000 square yards were taken away, reducing the Dockyard to its present dimensions. About forty or fifty ships are on an average every year repaired in the Dockyard.

Outside the Town Hall, in the garden of the Elphinstone Circle, are the statues of the Marquis Cornwallis and the Marquis Wellesley; the latter, by Bacon, cost 5,000 guineas.

The Custom House, which adjoins the Dockyard, is one of the oldest buildings in the Fort. In the

**The Custom House.** year 1665, when the Portuguese gave over the town of Bombay and the fortifications to the English, the present Custom House was the barracks for the Portuguese soldiers. After the barracks came into the possession of the British Government the "writers," now called civil servants, were lodged in the building, and they were obliged to remain within the limits of the building after a certain hour every day, for to go outside the Fort was then not considered safe, and to visit the native town might have been to fall into the hands of the Seedees, who were very desperate characters in those days, as they also proved themselves to be in the Bombay riots of 1874. The present building was not

used as a Custom House till the year 1802. The principal landing-place for goods, however, was always at this part of the foreshore. In an old chart of Bombay harbour, dated 1778, the bunder wharf and gate are marked as standing close to the present Custom House, and Mr. Forbes, in his memoirs, says that, for want of means to buy either supper or candle he used to sit on the flat roof of "the Writers' Building close to the bunder," when he was himself (1770) a young writer, and read Shakspeare in the moonlight. The Town Bunder, as it is now commonly called, is still the wharf at which most of the goods brought to Bombay are landed. Over the portico at the principal entrance is a stone on which is cut a coat of arms, under which are the words, "The Hon. W. Ainslabie;" the next word is illegible, but it is followed by the figures 1714, and perhaps means that that part of the building was constructed in 1714. Mr. Ainslabie was Governor of Bombay from 1709 to 1714, and the arms cut on the stone are those of the East India Company. It is probable that this front wing of the building was built when Mr. Ainslabie was Governor, being added on to the old Portuguese structure. The building has nothing but its age to recommend it; there are so many stairs, long passages, and twists and turns in its internal construction, that it is very inconvenient and is ill-adapted to the purposes of a custom-house.

On the east side of Elphinstone Circle stands the Town Hall.

#### The Town Hall.

The proposal to build a town hall in Bombay was first made in 1811, when Sir James Mackintosh was President of the Literary Society, the object in view being to provide a suitable building for public meetings and entertainments, and also to make a home for the library and museum of the Literary Society, and for the reception of statues and public monuments of British art. Attempts were made to raise the money for building the Town Hall by means of lotteries, which were established under the sanction and patronage of the Governor of Bombay. But though in 1812 a prize fell to the lot of the new scheme, and a lac of rupees was gained thereby, that mode

of raising the needful funds was found insufficient. In 1814 Major Hawkins, of the Engineers, was appointed by Government to superintend the construction of the building; the present site was chosen, and an application was made to the Board of Directors of the East India Company for the grant of the ground, which was obtained in the year 1817. But a lease was not granted till 1821, for 50 years at a peppercorn rent, the building ultimately becoming the property of the Company. A stone placed in the wall under the portico at its south end shows that the building was designed by Colonel Thomas Cowper, was commenced in 1821, and completed in 1833. Colonel Cowper belonged to the Engineers, and the building was commenced with the funds in hand and with a Government grant in aid of Rs. 10,000. In June 1823 a further lottery was established, which produced Rs. 29,000; but the hope was then abandoned of being able to complete the building in that way, and it was accordingly made over to Government to be completed at Government expense, and to be appropriated as might be deemed fit. In 1826, the Honorable Court of Directors of the East India Company sanctioned the completion of the building on the plans and designs of Colonel Cowper, who had died in that year, except that the interior was to be finished in a plainer manner. In 1829 orders were issued that the rooms on the northern wing of the building should be fitted up for the library and museum of the Literary Society, and that space should be found for the public offices in the building, and an expenditure of about three lacs of rupees was sanctioned. The Town Hall was not, however, finished till 1833, having taken twelve years in construction, and ultimately cost five lacs of rupees, and even then the original plans were greatly curtailed. The building externally is 260 feet in length and 100 feet in width, and consists of a basement, and an upper storey. The basement now contains the offices of the Administrator General at the north end, and the office of the Bench of Justices of Bombay at the south end; and the upper storey contains the Library and Reading Room of the Bombay branch of the Royal Asiatic Society of Great Britain and Ireland, the name that was given to the Bombay Literary Society,

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which was established in 1804, after it became incorporated with the Asiatic Society. The Bombay Geographical Society has now been incorporated with the Asiatic. The library, which is very rich in good works of reference, is  
**The Asiatic Society's Library.** open to members admitted by ballot, on payment of an annual subscription of Rs. 75. The museum has been removed to the Victoria Museum, Byculla, in the Victoria Gardens. The large room in the centre of the building is used for public meetings, concerts, &c. It contains a very handsome organ which was presented by Sir A. D. Sassoon to the Town of Bombay in the year 1872. The entire cost of this fine organ was about £3,000. The organ bears the following inscription :—

THIS ORGAN,  
 BUILT BY MESSRS. BISHOP AND STARR, LONDON,  
 WAS THE GIFT OF  
 THE HONORABLE SIR ALBERT DAVID SASSOON KT. C.S.I.,  
 MEMBER OF THE LEGISLATIVE COUNCIL OF BOMBAY,  
 TO THE TOWN HALL, BOMBAY,  
 AS A MEMORIAL OF THE VISIT OF HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH  
 MARCH 1870. ERECTED 1872.

One of the rooms at the south end of the Town Hall, called the Durbar Room, was, till the completion of the new Secretariat on the Esplanade, used for the meetings of the Bombay Legislative Council, and the Governor of Bombay held his levees there. At the north end of the large room is placed the statue, by Chantrey, of Mountstuart Elphinstone, who was Governor of Bombay from 1819 to 1827, and who, besides being the Commissioner appointed to settle the affairs of the Deccan after the defeat of Bajee Rao and the taking of Poona, established the existing system of education in Bombay and left a name the best known and honored in this Presidency. In the south vestibule stands the statue of Sir Charles Forbes, by Chantrey, placed there in 1841. In the north vestibule there are six statues which, taken in chronological order, are as follows :—

Mr. Stephen Babington, late Judge of the Sudder Dewanee Adawlut of Bombay .....	1832
Sir J. Malcolm, by Chantrey, Governor of Bombay .....	1827-1830

Mr. C. Norris, late Chief Secretary to Government.....	1842
John Lord Elphinstone, Governor of Bombay.....	1853-1860
Sir Jamsetjee Jejeebhoy, a wealthy merchant of Bombay and great public benefactor .....	1857
On the ground floor of the northern vestibule is the statue of the Hon. Jugonnath Sunkersett .....	1864
Sir Bartle Frere, Governor of Bombay.....	1852-1857

Bombay Castle is, with the exception of Fort George, all that now remains of the fortifications which at one time entirely enclosed what is now known as the Fort. It is situate between the Custom House and the Mint, the outer walls facing the harbour still remain, and they run a little way beyond on either side; but the most prominent object in the old building is the flag staff, on which the Union Jack flies daily from sunrise to sunset, and at the yardarms of which, flags, as signals of the approach of steamers and ships entering the harbour, are suspended when the occasion requires. There is also a clock tower and a time signal ball, which is in electrical connection with the Observatory at Colaba, and falls at one o'clock p.m. every day. The area embraced within the walls measures about 300 feet on each side. Between the Castle and the Custom House, at the back of the Town Hall, there is an arsenal for guns, shot, and other artillery stores. A portion of the present Castle is probably the original Portuguese building, adjoining which were the barracks which now form a part of the Custom House. The Bombay Government adopts the fiction of dating many public papers from Bombay Castle; but no public business is now conducted there, but in the new Secretariat building on the Esplanade.

Next to the Castle is the Mint, which is a fine building originally in the form of a hollow square, fronting nearly west. The length of the building before the alterations in 1864 was from north to south and from east to west 300 feet, with a quadrangle within 116 feet north and south, and 124 east and west, having a tank in front. The first stone was laid on 1st January 1825, and the whole of the machinery

was in working order in December 1827. The architect was Major Hawkins, of the Engineers, who also completed the Town Hall after the death of the architect of that building, Colonel Thomas Cowper. Coining was not commenced till October 1830. The machinery was for many years worked by three steam-engines, of 40, 24, and 10 horse-power respectively, and could throw off 150,000 pieces of coin daily. In 1864 new buildings containing a duplicate set of machinery were finished, and a large additional melting room has been since added. The coining power of the Bombay Mint is now about double that of the Royal Mint in London, and on one occasion seven hundred thousand pieces were coined in twenty-four hours. The average yearly coinage is about thirty million rupee pieces, besides small silver and copper coins.

St. Thomas's Church, now the Cathedral, was opened for divine service on Christmas Day 1718—more than a century and a half ago. For

#### The Cathedral.

many years prior to that date, a room situated in the Castle served as a chapel for the few English residents. So early, however, as the year 1665, the Court of Directors had suggested the erection of a suitable edifice, not only for the use of the English, but of converts to the Christian faith from among the heathen. Sir George Oxenden, President of the local Council, eagerly took the hint, and, mainly through his influence, Rs. 50,000 and upwards were collected for a church to contain a thousand people. The structure was commenced on the same site as the present church, but was abandoned when the walls were raised five yards. Hamilton alleges that Sir John Child, who succeeded to the Presidentship in 1680, appropriated the balance of the funds to his own use. The project was revived in 1714, by the Rev. Richard Cobbe, who was appointed chaplain at Bombay. His efforts were most cordially supported by the Governor, the Hon'ble W. Aislabie, and the small English community. Upwards of Rs. 40,000 were collected by Mr. Cobbe for the work, the East India Company subscribing 10,000 rupees. Accordingly, on the 18th November, 1715, the first stone of the present church was laid on the site of the ruins of the former, by the Deputy Governor,

Stephen Strutt, Esq. The church was three years building, and, as already stated, was opened on Christmas Day, 1718. Mr. Cobbe, in the interesting book published by him some fifty years later, gives a graphic account of the ceremonial observed on the occasion. The Governor also gave a splendid entertainment on the same day to "the whole town" in honor of the event. A royal salute was fired from the Fort, and answered by the shipping. And, as an illustration of the "manners of the age," it may be mentioned that, in order to keep the fabric in repair, a duty of one-half per cent. was levied on all goods imported into the island. In 1814, Bombay was made an archdeaconry of the see of Calcutta, the first archdeacon being the Rev. G. Barnes. The church built by Mr. Cobbe was, a century later, consecrated by Bishop Middleton, the first bishop of Calcutta, on the 7th of June 1816, in honor of St. Thomas, "the apostle who first brought the gospel to India." In 1835, Bombay was raised to the dignity of a bishopric, under the rule of the Rt. Rev. Thomas Carr, who was installed on the 21st February 1838. St. Thomas's Church was, at the same time, "gazetted" as the Cathedral of the diocese. The old belfry was, in the last-mentioned year, displaced by the present tower, at an outlay of Rs. 16,000. The clock cost 500 guineas, which were raised by subscription. In 1865, other additions and alterations were commenced with the view of still further adapting the church to "the special ministry of the episcopal office" and the requirements of "choral worship, the characteristic use of an English Cathedral church." The portions completed are the new chancel, and the organ chamber in which stands the magnificent instrument built by Bishop and Starr, expressly for the Cathedral, at a cost of Rs. 15,000. Amongst those whose remains are buried in the church are the Hon'ble Jonathan Duncan ; Lady West, wife of Sir Edward West, Chief Justice ; Admiral Sir Frederick Maitland, to whom the first Napoleon surrendered his sword after his flight from Waterloo ; Sir W. Syers, the first Recorder of Bombay ; Sir Robert Oliver, the first Commander-in-Chief of the Indian Navy ; Sir C. Harcourt Chambers, Sir James Dewar, and Sir David Pollock, Judges of the Supreme Court of Bombay ; Admiral Inglefield and

General Kinnear. The monuments of greatest interest are those erected to the memory of the Hon'ble Jonathan Duncan, Governor of Bombay from 1795 to 1811; Captain Hardinge, R.N., a younger brother of Lord Hardinge, who fell in the victorious naval engagement off the coast of Ceylon between the St. Fironzo and the Piedmontaise, a French frigate; Stephen Babington, C.S., the reviser of the Judicial Code, whose statue, however, has been removed to the Town Hall; and Bishop Carr, whose effigy in marble, in full episcopal robes, reposes in the southern transept. The fountain in front of the Cathedral was the gift of Sir Cowasjee Jehangier, and cost Rs. 7,000.

Among other institutions which the visitor will do well, if he has time, to take a look at before leaving the Fort, are the following:—

This institution, located in Hornby Row, was founded by the first Sir Jamsetjee Jejeebhoy, Baronet, who, with lady Avabae, his wife, set apart Rs. 3,000,000 for the education of poor Parsee children, and the relief of the poor of his community. There are both a boys' and girls' department in the central institution, besides branch schools in the native town and in the Mofussil. The central school for boys was opened in 1849, and that for girls in 1850. The Government of India are the trustees, and pay interest at the rate of 6 per cent. on the sum of three lakhs. The executive administration is conducted by a committee of twelve members. The European principals since 1850 have been Professor Lott, Professor Green, Dr. A. G. Fraser, and Mr. Burgess. The foundation stone of the present buildings was laid by H. E. Sir Seymour Fitzgerald on the 21st February, 1871.

This most interesting school for native girls, at present situated in Cowasjee Patell Street, in the Fort, owes its existence to the influence and exertions of Mr. Manockjee Cursetjee, late a judge of the Small Cause Court at Bombay. It was opened in the year 1863, and named in honour of the marriage of the Prince of Wales with the Princess

**Alexandra Native Girls' English Institution.**



Alexandra of Denmark. The school has had considerable success, in spite of many disadvantages, among which may be mentioned insufficient accommodation. A circumstance in which the Alexandra Institution (besides being the first to enter the field) surpasses every other of the kind in India, is the age up to which some of the pupils continue their studies within its walls, a few remaining even to the age of twenty-three or twenty-four. There were at the beginning of the present year, 71 pupils under instruction, mostly Parsees, but also a few Hindoos. They receive an English education, and are also taught music, drawing, and needlework. At the end of 1872, the Female Normal School at Bombay was amalgamated with the institution, and, while the amalgamation lasted, Government made the latter an annual grant of Rs. 3,120. The arrangement has recently terminated, and the institution is again dependent on the support of private individuals, as the interest accruing from its funded capital of Rs. 36,000 is, without such aid, quite inadequate to meet the ordinary expenditure. The Lady Superintendent is Mrs. Monnet, to whom the satisfactory progress of the school, and its popularity with our more enlightened native fellow-citizens, are mainly due.

The Scottish Education Society has a school for Europeans and Eurasians in the Fort, opened on the 15th April 1867, and now called the John Cannon High School, after the late Senior Magistrate of Bombay, and another at Byculla, near the railway bridge, commenced in September 1869. Both sexes, and boarders as well as day-scholars, are admitted. Although not charitable institutions, the schools are not self-supporting, and the deficiency of income has to be met by public contributions. The schools aim at imparting a training "similar to that in the best parish schools in Scotland." They are high schools—i. e., schools in which the medium of instruction is English and which are intended to prepare boys for colleges affiliated to the University.

## THE RECLAMATIONS ON THE HARBOUR FORESHORE.

Proceeding beyond the Mint, you leave on the left the Town

**The Old Town Barracks.** Barracks, the site for which was bought by the Government from Mr.

Hornby's agents in 1803 for Rs. 20,000. No troops are lodged here now, and the building, after being put to various other uses, was occupied till lately by the Central Press, the Government printing establishment, which has now, however, been transferred to the Old Secretariat. On the harbour side of the Town Barracks two new roads have been opened up. One, the eastern boulevard, runs towards the Bazaar Gate, where it joins Bazaar Gate Street and Hornby Row, and is continued, past the European General Hospital—now occupying temporarily a barrack in Fort George—and the temporary terminus of the G. I. P. Railway at Boree Bunder, along the Esplanade Market Road to the native town. The second road, Frere Road, branches off from the eastern boulevard, and forms a splendid new thoroughfare intersecting the Mody Bay and Elphinstone Reclamations. This road has been completed nearly as far as Mazagon, and when finished will be the nearest and pleasantest route from the Fort to the north-eastern suburbs of the city. We must now give an account of the two reclamations over which it passes.

**Mody Bay Reclamation,** extending from Carnac Bridge to the

**Mody Bay Reclamation.** Mint, was begun by the Government on its own account about fifteen years

ago, to obtain a good site for the Commissariat stores and offices, but was never used for that purpose. It has since been often strongly recommended as the best site for docks, and it might have been turned to good account in this way if the Government had not, for reasons unknown, chosen to buy the less eligible adjoining site for two millions sterling. It is pierced through the centre by the Frere Road, 80 feet wide, which divides it into two nearly equal portions : the one next the harbour is vested in the Port Trustees ; that towards the west still belongs to the Imperial Government. The area reclaimed amounts to eighty-four acres, and cost about thirty lakhs. No other roads have been made, but the drainage has been partially completed.

A large portion is under bunder level and would require filling up for two or three feet, before being utilized for building purposes ; and it is intended, we believe, to use the earth excavated on the Elphinstone property while the dock is under construction, for the purpose of extending the reclamation of Mody Bay. There is no place along the whole foreshore more convenient for traffic than Mody Bay ; but although large sums of money have been spent upon it, no serious attempt has been made to provide a proper landing place for passengers and goods. Yet even in its present rough state it is made much use of.

The Elphinstone Estate fills up a long reach of foreshore between the native town and Mazagon, and is about one mile long and half a mile wide. Before it was begun the whole expanse of mud was exposed at the ebb of the tide, giving out unwholesome odours, which were very deleterious to the health of the boatmen whose boats lay in the mud, and also to those who lived within reach of these exhalations. In those days cholera was never absent amongst the sailors, while at the present time it is almost unknown.

The Elphinstone Company commenced operations in 1858 by reclaiming about twenty-two acres of sea ground and building godowns for merchandise, also a cotton press (which did not succeed and was therefore detached from the Company's direct fortunes). Afterwards the scheme was expanded, and in April 1862 the large scheme was taken in hand. It was completed, as at present, in 1871. During that time over seven million cubic yards of material were deposited, a Land and Dock Estate was laid out, containing for the land estate over 100 acres of building plots, nine miles of roads, from forty to eighty feet wide, and ten miles of drains ; and for the dock estate about seventy-one acres of wharf, and sites for sheds and godowns, ten acres of metalled wharf, about six acres of sheds, over two miles of permanent wharf walling forming two basins, and one bunder at which there is six feet water at extreme low-water spring tides, and about one and a half mile of temporary walling. The permanent walls are all founded sufficiently deep to allow of a depth of five to six feet at low-water spring tides being dredged up to them.

Sites have been left for docks to the extent of nearly forty acres.

**The Prince's Dock.** The Prince's Dock, the foundation-stone of which was laid with masonic

honours by H. R. H. the Prince of Wales on the 11th November 1875, and which will, it is expected, be completed by the contractor, Mr. Glover, in 1878, will be thirty acres in extent, and have two sixty-foot entrances with about thirteen feet on the sills at low-water extreme spring tides. The whole area operated upon by the Elphinstone Company was 386 acres, made up as follows :—

Land reclaimed .....	276	acres.
Basins       ,,       .....	65	”
Old bunders absorbed .....	45	”

Out of this the government got free eighty-six acres of land, and also nearly a mile of permanent walling, forming two basins, thus leaving about six acres of water area as the value of the concession for the rest of the foreshore. This land was made over to the G. I. P. Railway for a goods station, and cost the Elphinstone Company about sixty-five lakhs.

There are several press companies on the land, and a large quantity of hay, chunam, and firewood is stored on the property. It is also the seat of the grain trade, and the traders have lately been provided with sheds over two acres in area for storing that commodity. The extensive godowns on the estate are usually full of seeds, &c., which are here garbled and put into bags for exportation. About one and half million tons of goods, imports and exports, were passed over the bunder last year. The Elphinstone Estate is approached by three bridges over the G. I. P. Railway, two 50 feet wide and one 60 feet; also by the Frere Road leading through Mody Pay estate 80 feet wide. The whole cost of the Elphinstone Estate to date amounts to rather under two millions sterling.

#### THE NATIVE TOWN.

Between the Elphinstone Estate and Sheikh Abdool Rehmon Street, a street which is the prolongation of the Esplanade Market Road northwards to the junction of the Kalbadavee and Parell Roads at

**The Native Town.**

Pydhonee Tank, lies the busiest district of the native town. This is the site of the Dungere town marked in old maps; and at the beginning of this century a great impetus was given to its growth by the removal of the old Mandvee Custom House to Musjid Bunder (1803). Land could then be occupied at a very low ground rent, and within ten years from the date of the change just noted, capital had been invested in land so largely as to cause "an increase of substantial buildings, extending very nearly to three miles from the Fort." The principal part of the wholesale and retail trade in articles of daily consumption among the natives—as grain, ghee, oil, sugarcane, spices, &c.—is conducted here; and, this being

also a Mahommedan quarter of the town, the streets are full of shops kept by Boras for the retail sale of furniture, clothing, cutlery, glass, crockery, &c. The narrow cross streets leading down to the Elphinstone wharves are often so crowded with traffic as to be almost impassable; and Sheikh Abdeol Rehmon Street has had its difficulties of ordinary locomotion increased by the tramway, which is carried along it, though there is in some places barely room for two vehicles to pass one another. A good many Parsees have houses in this street, which was the scene of the riot of 1874, when a Mussulman mob wrecked the Parsee fire-temple and garden-house and several dwelling-houses. The Mahommedan quarter extends right along the Parell Road, and on both sides of it, as far as Byoulla. Besides the pretty mosque in the Parell Road, already noticed, there is a principal mosque (the Jumma Musjid) in Sheikh Memon Street—the street leading down from the Arthur Crawford

Markets to Mombadavee Tank. In this street are the Cloth Market and the shops of the dealers in piece-goods, and beyond the mosque, the population changes its character, being composed chiefly of Marwarees and Banians. The handsomer style of the houses shows the greater wealth of the inhabitants; and the triangular section of the native town enclosed between the Esplanade

#### The Cloth Market.

#### The Marwaree and Banian Bazaar.

Cross Road, Kalbadavee Road, and Sheikh Memon Street, may be said to contain the greater part of the accumulated riches of Bombay.

It is here that the Dewallee, the merchants' "feast of lanterns" at the opening of a new business year after the rainy season, is most brilliantly celebrated. The pillars and quaint overhanging verandahs of the lofty houses near the Mombadavee Tank deserve attention as fine specimens of the wood carving for which the Hindoos are famous. The older houses, however, are the best. Some of the latest efforts in this line—notably, in the house built originally for the branch of the old Bombay Bank, which lies on the right as you return from Mombadavee Tank down the Kalbadavee Road to the Esplanade—are any thing but beautiful. Nor is there much to admire in the new temple on the opposite side of the way, whose staring white front is stuck all over with little black-and-red images of gods, men, and monkeys. There are several fine residences of Hindoo merchants in Kalbadavee road, standing in courtyards back from the street. Many large shops, in which the goods are displayed in the English fashion, have been opened in this road of late years—especially Jamssetjee Nowrojee's, the cabinet-maker—and from the almost invariable use of English signboards, all of which have been put up during the last

European shops in Kalbadavee Road.

ten years, it is evident that European trade has overflowed the limits of the Fort, and is gradually thrusting itself into the native town by this, the main thoroughfare, between the Esplanade and Byculla. At the corner of the Kalbadavee Road, facing the Esplanade, stands the Robert Money Institution. This school, which occupies such a prominent site, was designed by the

Robert Money Institution. friends of the late Robert Cotton Money of the Civil Service, a warm advocate of the education of the natives on Christian principles, to perpetuate his memory. In conformity with his views, the institution was placed under the control of the Church Missionary Society. Its first superintendent was the Rev. G. Valentine, who arrived in the country in 1838. Soon afterwards, a coadjutor was sent out in the Rev.

J. S. S. Robertson. In 1843, the latter returned temporarily to England, and in the following year Mr. Valentine died of cholera. The present buildings were inaugurated March 11th, 1858, at which date the institution was under the joint management of the Rev. Messrs. Robertson and Frost. The institution has five Farish scholarships of the value of Rs. 5 monthly, and two Townsend scholarships of the monthly value of Rs. 4, which are conferred on deserving native students. It has an attendance of 250 pupils. The present principal is the Rev. T. Carss.

From the Money School, another great road, leading to Girgaum and Breach Candy, and, before the construction of the Queen's Road on the Back Bay foreshore, the only road to Malabar Hill, passes through the Parsee and Mahratta quarters of the native town. The Parsees live, for the most part, in immense houses in

Dhobie Talao.

Dhobie Talao, which are like regular rabbit warrens, so many families live together in each house. It was in Dhobie Talao that a serious

The Riot of February, 1874.

affray occurred during the riots of 1874. The Mussulman burying-ground lies between the Parsee houses and the Queen's Road; and as the chief fire-temple is in the Girgaum Road, the Parsees took alarm at the approach of a numerous funeral procession from the eastern part of the town. Stones were thrown at the Mussulmans, who retaliated in kind, and there ensued much fighting with sticks and some blood-letting before order could be restored. There would, however, have been no disturbance at all if the Government had taken proper precautions to keep the peace. Unfortunately, Sir Philip Wodehouse left the people to protect themselves; forgetting that, if the people of India could protect themselves from violence and rapine, they would not want the English to rule them. This affray suggests a political reason in addition to the obvious sanitary reasons for removing the Mussulman burying-ground from the

The Mussulman Burying-ground and Hindoo Burning-ground on Back Bay.

windward side of the densely populated native town to some remote spot. The Hindoo burning-ground, too, alongside it, is a nuisance to the native town and the Marine

Lines, across which its fumes are blown by the wind, though, being concealed behind a high wall, it is not offensive in any way to passers by on the Queen's Road to windward of it. The English cemetery, to the north of the Mussulman cemetery, was closed some years ago; and no Christian burials now take place anywhere but at Sewree, a distance of five miles from the Fort. It would, however, be a serious matter to compel the Mahommedans, who are obliged by their religion to walk barefoot, carrying the corpse, to a funeral, to take their dead miles away from the native town for burial; and a similar difficulty exists in the case of the Hindoos. It requires delicate as well as bold management to settle such difficulties; and the present state of things will probably not be altered for many a long day.

The English cemetery at Sonapore, just referred to, was first opened in the year 1763. Prior to that date the Sonapore Cemetery, Queen's Road. principal burial-ground of the island, where, according to a defunct local magazine, were laid the earlier Governors, Deputy Governors, Councilors, and great ones of Bombay, was situated at Mendam's Point, near the old Apollo Gate—not far from the site of the unfinished Sailors' Home. The older cemetery, which, although at one time containing large tombs and monuments, has since entirely disappeared, was considered by the military authorities to interfere with the defences of the island, and was, in the year 1763, closed, and the tombs and monuments which, it was feared, might afford cover to an advancing army, destroyed. Exactly one hundred years later, in 1863, a bill was introduced into the Legislative Council of Bombay to empower the Government to close all burial-grounds within the precincts of the town, as prejudicial to the public health. Of these, the English cemetery at Sonapore was the principal. During the century that had elapsed since it was first opened, it was calculated that 19,333 bodies had been interred in it, and for want of room old graves were constantly being re-filled. It was not, however, till 1867, that Sonapore cemetery was closed, and that at Sewree, on the site of the old Botanical



Gardens, opened—Bishop Harding's last official act as diocesan being to consecrate the latter on the 26th March of that year. After many years of neglect, Sonapore cemetery is being placed in a condition more creditable to our care for the departed, and our Christian belief of resurrection. The unsightly wall along the Queen's Road has been displaced by a handsome iron railing, and other improvements are promised. For these works the community owe a debt of gratitude to the present Municipal Commissioner, by whose department they are being carried out.

Holy Trinity Church is situated in the Dhoobie Talao district, down New Sonapore Lane. Trinity Chapel, since raised to the status of a district church, was the gift to this city of a late acting Governor, the Hon'ble James Farish, who contributed the entire cost, Rs. 13,000. It was opened for divine service in 1840, and consecrated in 1842, by the Rt. Rev. Daniel Wilson. The first minister was the late Rev. George Candy, who was ordained by Bishop Carr, on Trinity Sunday, 1838, as a missionary to "the Indo-British and other neglected portions of our fellow-Christians" at the presidency. Mr. Candy was at first supported by the Society for the Propagation of the Gospel in Foreign Parts, who, however, in 1850, withdrew their aid to his special mission. In 1860 they so far resumed their connection with the Sonapore mission as to become responsible for a portion of the minister's salary. The church was originally a chapel-of-ease to the Cathedral; but it has in recent years been made independent of the latter, baptisms and marriages now being solemnized in the church, and the minister being made a surrogate. It has sittings for 250. The schools of the Indo-British Institution, founded in 1838, are attached.

The Mahratta quarter may be said to begin with the cocoanut plantations, about three-quarters of a

The Mahratta Quarter.

mile from the Money School, and to extend through Girgaum and Chowpatty to the base of Malabar Hill, and on the eastern side of the Girgaum Road up to

the Duncan Road, which runs from opposite the Mombadavee Tank to Byoulla. Their houses are, as a rule, small and unpretentious. The general appearance of the Girgaum Road, however, is, like that of the Kalbadavie Road, undergoing a change. Many new shops are opened every year, and several large coach-building establishments carry on a thriving business in this road.

The plantations of cocoanut-trees are very valuable, not so much on account of the fruit, but for the fermented juice called toddy, which forms an intoxicating liquor in great demand amongst the natives. A judge of the High Court at Bombay has lately decided that toddy is not a spirit, and therefore not liable to taxation, as it is not distilled, but fermented. The Bhundarees, or toddy-drawers, live in little huts scattered about the plantations. They climb the tall trees with the aid of notches cut in the bark, and, on reaching the tufted crown of foliage, tie up "the embryo bud, from which the blossoms and nuts would spring, to prevent its expansion, and then, making a small incision at the end, let the juice ooze out in gentle drops" into large leathern jars which are fastened over the incision and left to hang all night on the tree. When fresh, the liquor is pleasant to taste (Forbes calls it "the palm-wine of the poets") but as a fermented liquor it has no recommendation beyond that of being very strong.

To complete the survey of this part of the native town, the visitor should leave the Girgaum Road at the Catholic chapel, opposite the Churney Road, and proceed, by way of Girgaum Back Road, and Cowasjee Patell Tank Road, through Bhooleshwur, to Mombadavee Tank, the central point of the whole native town. He will pass on

the road, first, the Free General Assembly's Institution. This institution was removed to the present

buildings at Khetwaddy in April 1855. It grew out of an English school for native youths, established by the Rev. Dr. Wilson in 1832, and was originally dependent on local contributions. It was afterwards in 1836 recognized by the Church of Scotland. Since

1843, it has been maintained by the Free Church of Scotland. It has a college division affiliated since 1861 to the local university. It has several endowed scholarships.

Some distance further on is the Roman Catholic cathedral of Nostra Senora de Esperanza, built here after the old cathedra (the site of which is still marked by a cross on the Esplanade near the Marine Lines, to which the Portuguese come to pray on all great festivals of the church) was pulled down on the enlargement of the Esplanade in 1805.

Near the cathedral is the Banian hospital for stray sickly or diseased animals, called the Pinjrapole. Till lately it might have been said that nobody who had not a strong stomach should go into this horrible place. The animals were fed well enough, but no care was taken to keep them clean or restore them to health. Those that were well, on going in, soon became afflicted with one disease or another, so that it would have been a mercy if the Society for the Prevention of Cruelty to Animals could have interfered and had the whole collection shot, instead of leaving the wretched animals to linger in hopeless misery. Some attempts have lately been made, however, to regulate the place a little better, and a veterinary surgeon has been engaged to look after the sick animals.

The whole of the native town, from the top of the Copper Bazaar, which fronts the Mombadavee Tank, to Girgaum, abounds with Jain and Hindoo temples; and, to judge by appearances, the Hindoo religion was never more popular than it is now. A remarkably handsome new temple has just been built at great expense near the Cowasjee Patell Tank by the leading men of that sect of Vishnavas, the Epicurean Bhattias, whom Sir Bartle Frere has lately taken special pains to denounce in *Macmillan's Magazine*. It is very difficult to get admission into any of the temples or mosques in Bombay, though in the interior of India free access to all but the holiest shrines is never denied to Europeans.

## THE NORTHERN SUBURBS OF BOMBAY.

Grant Road is the northern limit of the native town proper ;

beyond this road, in Tardeo, Byculla,  
Byculla. Mazagon, and Parell, the European

element of the population is again prominent. To reach Byculla, where are two or three large hotels, the Byculla Club and Race Course, and the principal passenger stations of the G. I. P. and B. B. and C. I. railways, the visitor should take the route of the Esplanade Road, Kalbadavee, and the Parell Road, though he may also drive along the Queen's Road or the Girgaum Road, and then cross the Flats by the new road opened out from the foot of the Gowalla Tank Road. On the Parell Road, he will pass, besides the new buildings already described, the Grant Medical College at the corner of the Baboola Tank Road. Grant College was established in the year 1845, as a

tribute to the memory of the late  
Grant Medical College. Sir Robert Grant, Governor of Bombay.

Its object is "to impart, through a scientific system, the benefit of medical instruction to the natives of Western India." A moiety of the cost of the building was defrayed by the friends of Sir R. Grant, and the remainder by Government. The funds for the support of the college are contributed by Government. There is in connection with the college a subsidiary school for the instruction of young men in medical science through the Marathi and Gujerathi languages. Clinical and practical instruction is imparted in the Jamsetjee Jeejeebhoy Hospital, which contains 350 beds, and has attached an Obstetric Institution, an Eye Infirmary, and an Asylum for Incurables. A list of the endowments, aggregating Rs. 1,16,800, is published in the Bombay University Calendar. The college was affiliated to the University in 1860.

The history of the Byculla church is interwoven with that of

the Education Society's Schools, in  
Christ Church, Byculla. close proximity to which it has been

erected. Until the year 1825, a "Charity School" for Protestant children, which was started under the auspices of the Rev. R. Cobbe

in 1718-19, existed in the Fort, in connection with St. Thomas's Church. In 1825, the school was by order of Government removed to the present buildings at Byculla, which were constructed at a cost of Rs. 1,71,238. In 1831, measures were commenced to build a church in the locality, and Government made a grant of Rs. 10,000 towards the erection, on the understanding that the children of the schools were, in return, to be provided with sittings free of charge. The church was designed and built by a Portuguese architect named Augusto. The foundation stone was laid by Lord Clare, who further evinced his interest in the work by making a grant of the iron pillars in the interior, which had been originally intended for the Town Hall. The church, which has sittings for 500 persons, was consecrated in 1835 by the Rt. Rev. Daniel Wilson, Bishop of Calcutta. In 1870, the stained-glass window at the east end was added in memory of the late Mr. Spencer Compton. Memorial brasses, containing the Creed, the Lord's Prayer and the Ten Commandments, have also been placed in the chancel by a member of the congregation as a tribute to his deceased wife.

We have given the origin of these schools in our account of the church. They are supported by voluntary contributions, a fixed annual grant of Rs. 5,280 from Government, fees, and the profits on a printing press which has been worked by the Society with great success since 1848. The children (of both sexes) belong to two different classes : one, orphans who are entirely supported by the funds of the Society ; and the other, orphans belonging to the military, the cost of whose support is defrayed by Government. At the end of 1874, there were 279 boarders in both schools, and only 18 day-scholars. The endowments connected with the schools amount in the aggregate to Rs. 35,000, the interest of which is applied to the maintenance of pupil-teachers and children. This sum is the balance of a legacy left by Mrs. Eleanor Boyd, who bequeathed by will the bulk of her property to be applied in the education and maintenance of an equal number of boys and girls, being Protestant orphans born of British parents within the town and county of

Bombay, or the country subordinate to the Bombay Presidency. The fund remained at interest with Government, who felt some difficulty in paying over the money to the Society. Accordingly, in 1823, a friendly suit was agreed upon ; but in 1824 Government saw their way to paying over Rs. 46,000 to the new buildings. In 1845 the suit was decided, and in 1846 a trust-deed, prepared under the court, vested Rs. 34,000 in trustees to carry out the above purposes. The sum now amounts to Rs. 35,000.

Continuing on his way over the Byculla Railway Bridge, past the gardens, the visitor reaches Parell, once the favourite site for the country houses of European merchants. These houses are large, substantially built, and cool, and are in all respects better suited to the climate than the new style of bungalows on Malabar Hill. The freehold of the village of Parell was granted to the Wadia family sixty years ago, in recognition of their services as ship-builders during the French war ; and the head of the Wadia family, Mr. Ardaseer Hormusjee Wadia, still has his residence at Lowjee Castle on the road leading from the main road up to Government House.

At the date of Fryer's visit to Bombay, about two hundred years ago, a church and convent belonging to the Jesuits stood on the site of the present Government House at Parell. The principal establishment of the Society was at Bandora, at the other side of the Mahim Strait, where the present slaughter-houses have been erected. Fryer describes the college that stood there as " not inferior as to the building nor much unlike those of our universities." It was, moreover, defended like a fortress, with seven cannon, besides small arms. The superior possessed such extensive influence that his mandates were respectfully attended to in the surrounding country. When Bombay was ceded to the English, the Bandora College claimed much land and various rights in the island. On the claim being disallowed, the Jesuits threatened a resort to arms, and went so far as to assist the adventurer Cooke in his impudent attempt to raise a force for the capture of Bombay. Their crowning act of

hostility, however, was the support they gave the Seedee in his successful invasion of the island in 1689-90. They were suspected of first suggesting to him the practicability of invading Bombay, and they certainly had supplied his army with provisions. As a punishment, when the war was over, all their property on the island, including the monastery and lands at Parell, was confiscated. It would appear that it was not till 1720 that the church at Parell was alienated from its original use. In that year, the Jesuits and their sympathizers were expelled from the island, and the spiritual oversight of the Roman Catholic congregations was transferred by the English Governor to the Carmelites (*Bo. Quar. Review* iii. pp. 61, 62). Bishop Heber states that the building afterwards fell into the hands of a Parsee, from whom it was purchased by Government about the year 1765. Only the lower storey of the present Government House formed the desecrated church; the upper storey has been added since the building became Government property. The outside of Parell House is plain, if not ugly; but the interior, so far as the state rooms are concerned, is handsome enough, the dining-room on the ground-floor, and the drawing-room above, being eighty feet long, and broad in proportion. Sir Seymour Fitzgerald and Sir Philip Wodehouse have had the house re-furnished in good style. The garden at the back is spacious and well looked after, and has a fine terrace shaded by noble trees. There used to be a willow at Parell, grown from a slip cut from the tree on Napoleon's grave at St. Helena, but no one seems to know if the willow is alive or dead now. Mr. W. Hornby (1776) was the first Governor who took up his residence at Parell. The original building was enlarged and embellished by the Hon. Mountstuart Elphinstone (1819-27). In 1737, the Jesuits' college at Bandora, before referred to, was destroyed by the Portuguese to prevent its falling into the hands of the Mahrattas, who in that year invaded Salsette.

Sewree Cemetery occupies a space of ground about half a mile in extent near the harbour shore beyond Government House, Parell, and is reached by the Chinchpoo gly road, which turns off the main Parell road just beyond the Victoria Gardens. Arrangements are made there for three classes of funerals; the fees for a first-class funeral are Rs. 7, for second class Rs. 3, and for third Re. 1; no fee is charged for digging the graves of sailors, soldiers, their families, or of paupers, nor for the ground occupied by their graves: there is a scale of charges fixed for the construction of masonry

graves, or the erection of tombs. "Maintenance charges" are payable to the Public Works Department, and the money left for the repairs to tombs is kept in the Government Savings Bank in the joint names of the officiating chaplain and the Accountant General. There is a cemetery at Matoonga for interments of the Goanese. Notices of funerals are given by the undertaker to the officiating clergyman of the religious denomination to which the deceased belonged. The following cemeteries have been disused for some time:—Colaba, Sonapore, the Presbyterian burying ground, and the old English burying ground at Matoonga.

By following the main Parell road the visitor can get a pleasant drive through the woods to the suburb of Mahim, thickly inhabited by Portuguese. Mahim, with Bandora, on the point over against it, is the chief fishing station for Bombay.

To reach Mazagon, it is necessary to turn off the Parell Road at the Jamsetjee Hospital. Except that the P. and O. Company have their docks and workshops at Mazagon, and despatch a small steamer from the pier with passengers on mail days, there is little to be said about Mazagon. There is a large Portuguese population, with a considerable sprinkling of Europeans. The Pedder Markets are described at page 195. There are two churches here, one Protestant and the other Catholic, and a Catholic school.

St. Peter's, Mazagon, was opened for divine service in 1859. It was built chiefly from funds bequeathed by an aged European resident of the district named Shepherd, about whose life those who knew him best observed an air of mystery. The outside world only heard of his existence. On his death, the public learnt that he had left funds for the erection of a church at Mazagon, and of a refuge for widows, orphans and blind persons. The latter, known as "Shepherd's Alms-house," has been built at Byculla, convenient to the church. Originally, St. Peter's, Mazagon, could seat only 110; but, on the appointment of the Rev. E. H. Cooper, the demand



for accommodation had risen in such a remarkable manner, that he at once set about collecting funds for its enlargement. On his departure for England, where he died soon after his arrival, the Rev. W. H. Harpur was appointed his successor—and during his incumbency the work, begun so zealously by Mr. Cooper, was completed. The church can now accommodate 250 people. Mr. Harpur was able also to build a parsonage on a site granted for that purpose by Government. Through Mr. Cooper's influence, a memorial window has been put up at the east end, to commemorate those who perished in the wreck of the P. and O. Company's steamer *Carnatic* representing the principal scenes in the life of the apostle Peter.

Towards the last quarter of the year 1863 house-rent began to rise seriously in Bombay, and it was  
**St. Mary's Institution.** evident it would be impossible to continue paying rent for the Catholic orphanage at Byculla. The children were therefore to be removed as soon as possible to Parell, and on Sunday, October 15th, Bishop Steins issued a circular to his clergy, calling on them to collect subscriptions for an orphanage building, at the same time making it known that H. E. the Governor, Sir Bartle Frere, had promised to give a Government aid equal to the sum actually collected by the 1st January 1864. The result was the grant of Rs. 92,000, and with this sum, first, the debt incurred in building the girls' orphanage at Poona was cleared, and then the two buildings were raised that now form the St. Mary's Institution. On the 11th June 1864 the school moved from Parell into the smaller building where the institution was carried on till the fine large building was completed at the end of 1867. The St. Mary's Institution teaches up to the sixth standard, the further studies being carried on at St. Xavier's. There are two classes of boarders separate from each other in all except schooling and recreation. The first-class boarders pay Rs. 96 quarterly, in advance, with no extras for books, stationery and medical attendance; Rs. 5 entrance money is to be paid towards the Boarders' Library Fund. The second-class boarders pay Rs. 60 per quarter, in ad-

vance, with no extras for books, stationery, medical attendance and clothing; Rs. 3 entrance money is to be paid towards the Boarders' Library Fund. In each class of boarders when there are two or one brothers, one only pays the full amount; the others are entitled to a reduction of Rs. 9 per quarter in the first class and of Rs. 6 per quarter in the second. At the present moment, October 1875, there are 200 boarders and as many day-scholars at St. Mary's.

We would recommend any one who wishes to find out the bad as well as the good points of Bombay to turn off the Parell Road at the

#### **The Flats.**

Elphinstone College, and drive across the Flats by the Clerk Road to Mahaluxmee. The whole of the ground he will traverse was not many years ago a dismal swamp for the greater part of the year; and much of it is not much better now. Building is, however, constantly, going on; and already there are numerous cotton mills, with their surroundings of labourers' houses, stretching across the Flats from Tardeo all the way to Parell. Before the end of this century there will be as many tall chimneys in this region as in any equal space of ground in Lancashire. It is the more necessary, therefore, that care should be taken to drain properly what must soon be, if it is not already, a populous town; and the visitor will be horrified to find that an open main drain, carrying away the sewage of Bombay, still runs along the Flats to windward of Byculla. Any worse nuisance, in a tropical climate, it is impossible to conceive; and the Municipal authorities, who have already begun the reclamation of the Flats with town sweepings—a measure of doubtful sanitary advantage—should make it an urgent duty to get the money for thoroughly draining this part of Bombay.

Having thus completed our rounds through all parts of the city, except Malabar Hill, we will, before mounting the hill, say a word or two about some institutions which we have hitherto overlooked:—

**The Free Kirk** was opened for divine service on Saturday, 29th October 1848. Its first pastor was the

**Free Church, Esplanade.**

Rev. A. G. Fraser, the present Railway

**Magistrate at Poona.** It was designed by Major Alexander Cumine

Peat, C.B., of the Bombay Engineers. As one instance of the liberality of the subscribers to the building fund, it may be mentioned that the contribution of Mr. David McCulloch, a merchant of this city, alone amounted to Rs. 30,000. It is a neat structure built of Porebunder stone, and a pleasant contrast to the squalid tenements in its immediate neighbourhood.

This school, founded by the late Sir Jamsetjee Jejeebhoy, was opened in September 1857. At first,

**Sir Jamsetjee Jejeebhoy  
School of Art.**

the classes met at the Elphinstone Institution ; but were accommodated subsequently in the present temporary buildings on the Esplanade. The students are instructed in wood engraving, ornamental pottery, decorative painting and architectural sculpture. A more suitable edifice for the accommodation of the school is now in course of erection in the vicinity of the Goculdass Tejpal Hospital, under the stipulation entered into by Government with the founder.

Under its original name of the Native Education Society's School, this institution was established in

**Elphinstone High School.**

1822. In later years, it was amalgamated with the Elphinstone College, and the joint establishment was, until 1856, known as the Elphinstone Institution. Since the separation that then took place, it is known as the Elphinstone High School. It has a funded capital of Rs. 80,000, and enjoys an annual allowance from Government of Rs. 20,000. The present building being found too small, a more commodious one has been commenced in the vicinity of St. Xavier's College on the Esplanade, which, it is estimated, will cost 5,50,000 rupees. It is an Italian gothic building, 452 feet in length, and containing 28 class rooms, library, lecture hall, master's rooms, &c.

The Indo-British Institution, which was established in 1838, by the late Rev. Geo. Candy, has

**Indo-British Institution,  
Sonapore.**

for its object to provide education and a home for the children of the destitute Indo-British or Eurasian population, and others, who have no claim on the Military Asylum at

**Byculla.** It is in the main a charitable institution. The institution consists of two schools, one for boys, the other for girls. There are at present 70 boarders and 31 day scholars. The children are nearly all Indo-British and European. The school premises, located at Sonapore, cost Rs. 40,000, of which a moiety was contributed by the Gospel Propagation and Christian Knowledge Societies, and the remainder obtained from the public. A small endowment yields Rs. 4 monthly, a sum not equal to the support of even one child. The trustees of the Rev. Charles Green Memorial Fund maintain an orphan in the institution under the trust deed.

This handsome building at Kalbadevie, begun under the auspices of Dr. Wilson, and completed in 1843, was, with its library, apparatus, and school furniture, claimed at the religious disruption in Scotland by the Established Kirk. It ranks as a high school.

This church was opened for public worship on 10th January 1869. It was designed by Mr. W. Emerson, the well-known architect. Although intended to be ultimately handed over to the native Christian body in connection with the Church Missionary Society, yet in consideration of the English services held in it, Government contributed half the cost. It is found to be too small for its present English congregation, and is shortly to be enlarged, at an estimated outlay of Rs. 16,000. In conformity with a rule of the C. M. Society it has not been consecrated.

**Girgaum Mission Church.** The Mission Church at Kamateepoora was built at the instance of the local committee, S. P. G., on a site selected and obtained for it from Government, mainly through the exertions of a former missionary of the Society, the Rev. Chas. Kirk, now a chaplain on the Bombay establishment. It cost Rs. 30,000, of which Government contributed a moiety, the remainder being raised by public subscriptions. It was first used for divine service on Sunday, October 22nd, 1871, and was consecrated by Bishop Douglas on the

Feast of St. Paul, January 25th, 1872. Since then services in English, Marathi, and Tamil have been held in it by the different missionaries of the Society. It was designed by Mr. Emerson, but, for want of funds, the belfry has not been built.

The corner-stone of the Baptist Church at Byculla was laid in February 1872. It was opened for divine service in 1874, and is under the pastoral care of the Rev. J. Urquhart.

The Diocesan School at Byculla was brought into existence under the auspices of the Diocesan Board of Education, a body established by the late Bishop Harding in 1866. It was at first held in Freemasons' Hall, Mazagon, but has lately been transferred to a building in Love Lane purchased by the board with the aid of Government. The aim of the school is to give European and Eurasian children an education suiting them for commercial life or for subordinate posts in the public offices. There is a girls' department.

This useful institution has for its object the maintenance and education of Scottish orphans, although not to the exclusion of others. It admits both boarders and day-scholars. The orphanage is under Government inspection, and having attained a high reputation as a middle-class school, has lately been raised to the status of a high school. Funds have been partly collected for a more suitable building which, it is hoped, may soon be commenced. The orphanage has existed under its present constitution since 1859.

### THE KENNEDY SEA FACE, WALKESHWUR, AND MALABAR HILL.

We will now ask the visitor, if he is not already tired of our companionship, to go with us once more from the Fort, down past the Bandstand on the Esplanade, and the pretty collection of pigeon-houses which do duty for a railway station at Church Gate, and which are said to have been designed to turn into ridicule the most prominent feature of the Vene-

tian gothic architecture in the new public buildings. The railway here is constructed on reclaimed land, to which the name of the Kennedy Sea Face has been given, as a compliment to Colonel Kennedy, R.E., Secretary in the Public Works Department. A notable addition to the attractions of Bombay, and one which may be considered of especial use as regards the convenience of the population, is the new road on the banks of the Bay which has just been completed, extending as it does from the over-bridge at Colaba to the

#### The Queen's Road.

railway crossing, and affording passengers along the Queen's Road a thoroughfare to Malabar Hill by the line now known as the Kennedy Sea Face. For carriages, the Queen's Road still maintains its special utility, and this handsome communication is one which it

#### The Ride along Kennedy Sea Face.

would not be well to supersede. The Kennedy Sea Face had been considered in the light of waste ground, until the design which caused its enclosure became fully manifest. It now promises to be the most popular thoroughfare for equestrians and pedestrians riding or walking for recreation or business from either of its termini. It is a sufficiently broad road for those choosing to walk, and the passengers preferring to ride have a still broader one, covered with loose turf suited to their steeds. Riders, indeed, from the vicinity of the band-stand, much prefer to give their horses a canter on the banks of the Bay to keeping them confined within the rails, which at

#### Rotten Row.

present too much restrict the range of what we call our Rotten Row. The latter has not been a general place of resort for riders, partly, we fancy, on account of the rails, which restrict the eager equestrian on what must be considered a too narrow road, when compared with the width of the ride in Hyde Park, which established for itself the same designation so long ago that authorities are not quite agreed as to its derivation. A walk, as well as a ride, in this direction, was certainly wanted, for the benefit of the Fort people as well as those availing themselves of its advantages from Malabar or Cumbala Hill. As now

completed, nothing could be more acceptable to the wayfarer, whether on horse or on foot. The double road is approached, not only from Colaba, but from various points along its extent—notably from the several stations on the railway, which runs parallel to and separates the Queen's Road from that of the Kennedy Sea Face. The advantages of a concurrent ride and drive in this direction are obvious. The Queen's Road has no special advantages for riders, while walkers find the inconvenience of having to keep their distance from drivers and riders, who contribute to keep them well provided with dust. Along the present path now provided, all but the drivers find themselves particularly at ease. Walking or riding, it is a welcome resort, and the Bombay people are already taking a partial view of its advantages. It is not certain that it is yet sought by many from the suburban hills; but the inhabitants of the Fort, native as well as European, avail themselves freely of this breezy thoroughfare which may be considered the pleasantest walk easily accessible to people whose lot casts them in the business part of Bombay. Equestrians, too, are beginning to know their best ground, and we much mistake if the Kennedy Sea Face will not permanently supersede the Rotten Row proper which forms part of the Esplanade.

It is satisfactory to add that a garden is being constructed at the north end of the ride, which, when it has grown up—a period which must be remote, if judged from its long state of infancy—will be a feature of much attraction to this part of the island. The total length of the ride is nearly three miles. It might be well to suggest to the gallant and distinguished officer whose name has been given to the new enclosure, that a very valuable and instructive addition to the attractions of the locality would be the construction of a marine aquarium. The shore in these parts abounds in sea anemones and marine monsters, great and small,

**Proposal for an Aquarium  
on the Kennedy Sea Face.**

sufficiently hideous in their appearance and eccentric in their habits to equally secure the interest of those who seek knowledge and those whose ambition is confined to recreation from labour.

Following the Queen's Road, we sweep round Back Bay, and, ascending Malabar Hill Road, which is dominated on the right by tall cliffs with houses built to the very edge of the precipices, do not go at once to the summit of the Ridge, but turn off

**Government House, Malabar Point.**

half-way up the ascent by the winding lower road to Government House, Malabar Point. The drive along this road affords charming glimpses of Bombay, and one only regrets that the woods above and below the road are not kept in a less slovenly state. Government House consists of a number of bungalows on a promontory which runs out into the ocean, and is the coolest and pleasantest site for a house in all Bombay. It is, of course, uninhabitable during the monsoon, as Malabar Point is exposed to the full fury of the wind and waves; but during the rest of the year it is a far more agreeable residence than Parell. Mr. Mountstuart Elphinstone had only "a pretty cottage" here; but a large ball-room has since been built, and it would be for the convenience of the public if the Government would build any other reception rooms that may be required and let the Governor take up his quarters here altogether, as the distance from the Fort is not much more than half that of Parell. In comical contrast with the unpretending architecture of Government House at the Point, is a Grecian temple built for a guard-house at the gate on the Walkeshwur road, by which one returns up the hill to the Ridge. On the left of this road, as

**Walkeshwur Tank.**

one leaves the point, is the famous holy tank of Walkeshwur, which is still resorted to on feast days by thousands upon thousands of people. You descend to it by several flights of steps, which end in an enclosure surrounded by picturesque houses and temples of Mahadeva, with a large fine tank in the centre. There is a large colony of Brahmins here, who lie about smoking and chewing opium, and are almost too fat and lazy even to scowl at you as you pass by. The tank is full of dirty green water, though the Municipality pumped it out and cleaned it some years ago, and then took the



trouble to construct a tunnel from it down to the sea, so that it might be emptied during each rainy season. At the western end of the tank is a narrow passage leading down to the sea, which, we believe, is the veritable cleft hole in the rock to which pilgrims used to come for the purpose of regeneration, which they accomplished by getting themselves dragged through the opening. There is a well-authenticated tradition that Sivajee once visited Bombay in disguise in order that he might be put through this hole in the rock. On the right hand of the Walkeshwur Road, some little way beyond the steps leading to the tank, there are the ruins of what must have been a large temple and numerous habitations.

We have now returned from our tour round Malabar Point to where the Walkeshwur Road meets the Malabar Hill Road, and is continued along the Ridge to the Towers of Silence, which stand on the highest point of the hill. From the Ridge we get a magnificent view of the island and harbour of Bombay. Perhaps the best point of view is the Cliff, the late Dr. Wilson's residence, and the best time just before sunset. A poet might well say that "earth hath not anything to show more fair" than the glorious panorama of water, wood, hills, shipping, and the stately edifices of a great city which here strikes and fascinates the eye.

"This dings Dumbarton," is said to have been the remark of a Scotchman on first seeing Gibraltar; and perhaps even Scott, had he seen Bombay from the Ridge, would have confessed that this is a lovelier scene than that which he describes in such glowing verse, when his hero Marmion looks down upon Edinburgh from the brow of Braid Hill. A double bay lies below, intersected by the island city, which, buried at its base in plantations of palm trees, emerges midway into a succession of noble buildings, whose faults of detail are lost in the distance, while the harmonious grandeur of the whole mass is enhanced by the parting rays of the sun shining full upon them. From this culminating point of splendour, the city tapers away towards Colaba in a gently curving promontory, just broad enough to mark and complete the perfect outline of Back Bay.

Beyond stretches the broad harbour with its islands, and the mountains of the Concan, with their battlemented summits, form the background of the picture. Perhaps, although Bombay does not, like England, appeal to the imagination by the charm of great and holy memories, it might not be esteemed sacrilege to apply to her, thus seen at sunset, or, still better, in the tropical radiance of the moonlight, the words of the poet—"A precious stone, set in the silver sea."

The road along the Ridge ends abruptly at the last bungalow, which is situated at some little distance from the Towers of Silence; but a footpath is carried round the outer wall to the entrance to the Towers. The old approach to the entrance was by a steep rocky staircase up the cliff from Girgaum; but about eighteen years ago the late Sir Jamsetjee Jejeebhoy gave money for the construction of a broad carriage road from the other face of the hill towards Breach Candy, up to the foot of the highest flight of steps, and by this road the visitor can now reach the Towers without inconvenience. The Towers, five in number, stand within a

#### The Towers of Silence.

large enclosure on a space of ground measuring about eighty thousand square yards. There are also, within the enclosure, a house of prayer for persons attending a funeral; a temple in which the sacred fire is kept always burning, and from which its rays, escaping through apertures in the wall, fall upon the towers; and a well-laid-out and well-cared-for garden. In the garden is an excellent model of a tower, which is explained to visitors by the attendants. The corpse of a deceased Parsee, clothed in white, is carried up the hill on an open bier covered with white cloth; the male relatives and friends, all clothed in white, following in pairs, each pair holding a handkerchief between them. Some prayers having been said in the rest-house, the bier is again taken up, and the body conveyed to one of the towers. These towers are round, massive-looking buildings with white plastered walls, the circumference of the largest of them being 276 feet, and the height of the wall 25 feet. At a distance of 3 feet from the ground there is a door in the wall, through which the corpse-bearers push the body, and then, entering themselves, lay it in its appointed place.

The interior of each tower, which is open to the sky, is covered, at a height of 25 feet from the ground, with a circular flooring which slopes downwards on all sides to the centre, and contains numerous open grooves or receptacles for dead bodies. The outer ring of this flooring is set apart for the bodies of men, a second ring for those of women, and the third or innermost ring for those of children. At regular distances radiating channels intersect these rings. The body having been deposited in its place, the bearers retire, and immediately a swarm of vultures, which birds of prey may always be seen sitting in dozens on the tops of the walls, swoop down and strip the body of every particle of flesh in less than two hours. After a few days the corpse-bearers return, and, collecting the bones, which are then perfectly dried up, place them in the central well, 45 feet wide, where they remain to be decomposed by the air and the rain. The moisture runs off into the ground through filters of charcoal and sand, and leaves nothing of the human body in the inside of the Tower but the dry crumbling bones. This mode of disposing of the dead, which the Parsees have practised for countless generations, is repulsive to the sentiment of nations accustomed to bury their dead in the ground; but it is thoroughly wholesome, and clears away most effectually one of the greatest difficulties encumbering the path of sanitary reformers in great cities. The Parsees, too, affirm, with some justice, that it really carries out the doctrine of the equality of man more satisfactorily than burying or burning, since the bones of the whole community, rich and poor, rest together at last in the well within the Tower of Silence. From a platform outside the rest-house the visitor can get a very good view of Bombay. The Prince of Wales, when he visited the Towers, said, this view gave him a better idea than any other he had seen of the extent and character of the city. Tickets to view the Towers of Silence may be obtained from Mr. Nusserwanjee Byramjee, secretary to the Parsee Punchayet.

From the Ridge the hill slopes down westwards to the sea, and the whole declivity is covered with houses thickly set among trees.

Malabar Hill, thirty years ago, had only two bungalows built upon it—the *Beehive* and the *Wilderness* ; now a large proportion of the

#### Malabar Hill.

European population of Bombay lives here. Dr. Norman Macleod appropriately described most of the bungalows as “ beehives,” adding that they are very comfortable inside. The old-fashioned bungalow usually but one storey high, with spacious rooms, thick walls, and broad verandahs, and surrounded by a large garden bright with flowers, fruit trees and green turf, is indeed a place of residence delightfully suited to the needs of the climate of Bombay, in which it is desirable to shut out the heat of the sun while admitting the cool sea breeze which blows in straight from the Indian Ocean. Many of the new houses, however, have been built hastily, with little regard to health or comfort ; and the hill is now too much built over and too thickly populated to be so pleasant a resort as it used to be. Several steep roads lead from the Ridge down to the lower road which follows the line of the coast. It is a pleasant drive down the west side of the hill and along Breach Candy by

#### Breach Candy.

the sea to Mahaluxmee, where there is a nest of much-frequented Hindoo temples and a tank almost as holy as that of Walkeshwur. A new institution on Breach Candy is the salt-water swimming-bath built for the use of Europeans at a cost of £1,000. A very good view of Bombay can be obtained from the flagstaff, Cumballa Hill, at the back of Breach Candy.

The existence of the Sea-water Swimming Bath, lately constructed

#### Swimming Bath.

on the shore of the Warden Road, Breach Candy, at last removes the reproach so often brought against the people of Bombay, that, living in a place surrounded by the sea, they should have made no endeavours to provide suitable accommodation for bathing purposes. The Breach Candy bath is, however, a public bath merely as far as Europeans are concerned, and, although the natives are refused entrance to it, the restriction is not due to any reluctance on the part of the former to intermingle with them in the enjoyment of

this social recreation, but it is enforced in obedience to the condition upon which the money for the bath was provided.

Some years ago, before the mail steamers ran to Bombay, the passengers from Europe for Bombay were compelled to make a stay at Aden, from whence they had to make their own arrangements for reaching their destination. To overcome this inconvenience, a fund was started by civilians and other Europeans in Bombay for the purpose of providing house accommodation in Aden, and also to charter steamers to and fro between the two ports. The introduction of the P. & O. Co.'s steamers, however, on this line obviated the necessity for this special means of transit, which was, therefore, discontinued, and the balance of the fund remained in the hands of General Barr until, finding himself the sole surviving trustee, he made it over to Mr. Pedder, the Municipal Commissioner, for the purpose of carrying out some work for the especial benefit of the European community, by whom originally the money for the fund was alone contributed. Thus, it will be seen that the restriction is not a matter of intention but of circumstances only.

The bath is very popular, and is always spoken of by those who use it in the highest terms of approbation. It is sixty feet long and thirty feet wide, and varies in depth according to the state of the tide—from four feet six at the deep end during neap tides, to ten feet at spring tides. The floor of the bath is lined with Minton's glazed tiles, and the sides, which are of cement, are painted white. The general appearance of the interior of the bath building is clean and neat, and being thoroughly well ventilated it is always cool. There are over twenty dressing-rooms, sufficiently large to be convenient and comfortable, and there are two shower-baths of fresh water provided for those who wish to avail themselves of them. Bathers can also have their cup of coffee and cigarette, on payment of a small fee to the bathkeeper. The entrance fee for subscribers is one rupee per month, and for non-subscribers two annas per bath. The days for subscribers are as follows:—

Sunday, to 8 a. m.  
Tuesday, to 10 a. m.  
Friday, to 10 a. m.

FOR LADIES.  
Monday, to 10 a. m.  
Thursday, to 10 a. m.

all other hours being open to non-subscribers. The bath is opened at sunrise and is closed at sunset, and also for the two hours between 11 and 1 p. m.

Bathers are provided with towels and bathing garments on payment of a small additional fee. The bath is regulated by a committee elected at a public meeting of the subscribers, held in the month of January in each year, and the honorary secretary, for the present, is Mr. Rienzi Walton, Executive Engineer of the Municipality, by whom the bath was designed and built.

### THE CLIMATE AND WAY OF LIFE IN BOMBAY.

We may appropriately conclude this part of the *Guide* with a few remarks on the climate and way of life in Bombay. It is unnecessary for us, in these days, to assure the reader that Anglo-Indians are not a distinct species of the human race, and that the manners and customs of Englishmen in India are, with very slight variations, the manners and customs of Englishmen at home. *Cælum, non animum, mutant, qui trans mare currunt.* The imperious demands of climate cannot, of course, be altogether disregarded; but the influence of fashion is, as a rule, superior to that of climate, and the general ambition of Englishmen is to live in Bombay as they would live in London. Every one dresses in broadcloth of thin material, and the only visible difference in attire is that the sola topee, or pith hat, is commonly worn in the day time, though in the evening, and even in the morning, on occasions of ceremony, the tall black hat is *de rigueur*.<sup>1</sup> The climate is, for most part of the year, not so excessively hot as to make this adoption of

**The Climate and Seasons.** European fashions intolerable. Even in the months of May and October, the hottest of the whole year, the heat is tempered by cool breezes; and the residents of Bombay think so little about the state of the thermometer that very few of them use in their offices or bedrooms the punkahs which are indispensable to existence in other parts

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<sup>1</sup> Fashion has begun this year (1876) to show itself more sensible in this respect, and the round hat, so commonly worn now in England, is at last tolerated at the Apollo Bunder.

of India. The cold weather, during which the north-east monsoon blows, lasts from November till the end of March; and the climate at this season is delightful. The south-west monsoon, which brings the rain, sets in about the beginning of June, and the rainy season lasts, with wonderful regularity, from the second week in June till towards the end of September. The average rainfall is about 80 inches; and this heavy fall and the vicinity of the sea make the climate very moist all the year round. Anglo-Indians, fresh from the dry air of the Deccan and Hindustan, are accustomed to denounce the atmosphere of Bombay as that of a vapour bath, and it must be acknowledged that, even in the cold weather, the air is relaxing rather than invigorating. The land wind, too, from the north-east, is charged with rheumatism and ague; and on the whole the cold season is less liked by old residents than by strangers accustomed to cold winds. It is pleasant enough in Bombay during the monsoon, when one has become accustomed to the rain, which is generally good enough to leave off for an hour or two in the evening, to allow one to go out for a walk or ride. In the hot months, too, the regular sea breeze which springs up as soon as the earth has been warmed by the sun renders one indifferent to the heat, and there is no chill east wind at night to stiffen one's bones. The cold season, however, is the season when everyone comes to Bombay. Even the Bombay Government stays here sometimes from the end of November to the end of March; though in most years it takes itself off to Matheran or Mahableshwur at the end of February, moves to Poona at the end of May, and does not come down to Bombay till November. Thus, this city is really the seat of Government for not more than four months of the year, though, on the other hand, the places to which the Government migrates are within easy reach—a day's journey—of the Presidency town, and not so far off as Simla is from Calcutta. Society, of course, follows the lead of the Government, and everyone who can find a plausible excuse for doing so leaves Bombay for Matheran or Mahableshwur during the hot weather, and for Poona during the rains. Poona is in itself indeed a second capital of Western India. It is the head-quarters

of the army ; several departments are permanently stationed there ; and it can boast of the finest Governor's palace in India, a council hall big enough for a parliament of Western India, instead of the dozen legislators who assemble in it three or four times a year, and a climate during the rains which is as pleasant as that of an English summer.

It is only therefore in the cold season that Bombay society can be seen to the best advantage. There

**Amusements in Bombay.** are few amusements even then. During the year 1876, however, some energetic gentlemen have succeeded in establishing the Bombay Gymkhana, of which H. E. the Governor is patron and the Hon. Lyttelton H. Bayley president, and to which cricket, football, boating, polo, golf, and gun clubs are affiliated. Through the exertions of Captain Marryatt R.E. the Gymkhana obtained from Government the grant of a triangular piece of land on the Esplanade, pleasantly shaded with trees, and in a convenient situation near the Queen's Statue. On this ground a handsome pavilion, designed by Mr. John Adams of the P. W. Department, and built under his superintendence, has been erected, at a cost of Rs. 19,000, raised by subscription, the Parsee knight, Sir

**The Gymkhana.** Cowasjee Jehanghier, generously contributing Rs. 5,000 of this sum. In the pavilion are a badminton court and a refreshment bar. The rest of the Gymkhana ground is laid out as a skating rink and garden. The rink is much frequented by Bombay society, and, as it is open to public view on two sides, the skating affords as much gratification to crowds of amazed native lookers-on as to the European performers. Officers of the military, naval, and civil services and members of the Byculla and Bombay clubs can become members without ballot. The committee are, moreover, empowered to extend the privileges of membership, free of entrance, donation and monthly subscription, to any visitor in Bombay whose stay does not exceed one month, should he remain in Bombay.

The city can boast of a theatre in the Grant Road ; but it is very seldom that any company plays there. Bombay has, in fact, outgrown



amateur acting without attaining to the dignity of keeping a company of regular actors. Occasional concerts are given in the Town Hall; the Governor and the Byculla Club each give a ball once a year; and sometimes there are assemblies for dancing at one of the big houses on Malabar Hill. But formal dinners are the only kind

#### Dinners.

of gaiety that Bombay goes steadily in for. At these dinners it is necessary that everybody should be provided with a table of precedence to show exactly what degree of respect he is himself entitled to, and what he owes to the rest of the company, or he may find, before the evening is over, that he has made to himself several enemies for life. Nobody can be more punctilious about etiquette than the ordinary Bombay official, except perhaps the native chief who resents it as an unpardonable insult if an English Governor bates so much as half an inch of the space he ought to advance along the carpet to receive His Highness.

The hours for calling in Bombay are between 11 a.m. and 2 p.m., and, in the afternoon, from 4 to 5 o'clock. People generally breakfast at 9 or 9.30 a.m., take tiffin at 1.30 or 2 p.m., and dine at 7.30 or 8 p.m. From about five in the evening till dinner time walking, driving, or riding is, for the European population, the order of the day, the favourite places of *rendevous*

#### The Evening Drive.

being the bandstand on the Esplanade when the band plays, and, on other evenings, the Apollo Bunder, which is often, and especially on mail nights, inconveniently crowded with carriages. The ladies sit in their carriages, instead of getting out and walking, and gentlemen stroll about, paying their homage where they will.

There are many excellent shops in Bombay, at one or other of which every article of merchandise, European and native, can be obtained.

#### Shopping.

The principal European shops are situated in Rampart Row, Church Gate Street, Apollo Street, and Meadow Street. Ladies who do not object to a native crowd, and who know something of Hindustani, may make good bargains sometimes in the Cloth Bazaar, situated at

the entrance to the native town, near the Crawford Market. All kinds of calico can now be purchased as cheaply in Bombay as in England. An immense amount of business is done here, as else-

#### **The Borahs.**

where in India, by the travelling Borahs, who go round with their packs from house to house, and will sit in a verandah for hours together, unpacking their bales for the inspection of the ladies of the house—who are usually delighted to find such cheerful occupation during the hot midday hours—and, with marvellous patience, never uttering a word by way of complaint even if, after all their goods have been displayed, nothing is bought. Many of these men are wealthy, and have large stocks to trade with. Jewelry from Trichinopoly and Delhi, London, and Paris; shawls from Cashmere and Umritsur, Rampore chudders, Dacca muslins, Cutch and Cashmere silver and gold work, silks and satins from China and Europe, all the stores of the milliners', hosiers', and haberdashers' shops, Bombay workboxes, cornelians, agates, curbuncles, pearls, rubies, and diamonds—the catalogue might be extended indefinitely without exhausting the list of the goods brought to the door in one day by a constant succession of indefatigable and often invaluable Borahs. One caution must be given to strangers; the Borah, as a rule, has no fixed price, but asks as much as he thinks it is safe to begin with, and then allows himself to be beaten down. Generally, he manages to get the best of the bargain in the long run; but ladies sometimes outwit him, and yet he never loses his temper. He is, as a rule, very partial to gambling, and will sometimes stake the whole amount of a good morning's work on the toss of a rupee with his customer—double or quits.

The pleasantest places to live at in Bombay are the Byculla

#### **The Clubs.**

and Bombay Clubs, where a traveller may be sure of meeting people to talk to, and of not being obliged to go to sleep immediately after dinner for want of anything else to do. The Byculla Club has a great prestige, but its situation is very much against it. It is now

nearly surrounded by mills and other buildings, and it gets the full benefit of the main drain along with the sea breeze. This club, originally a sporting club (it still borders on the race-course, and its broad balcony is used as the grand stand at the race meeting in February), now consists of several hundred members of the civil and military services, merchants, bankers, lawyers, and others. The admission is by ballot, the entrance fee being Rs. 300, with a monthly subscription of Rs. 6. The Club-house has sleeping-rooms for about forty members, and in addition a number of tents are usually pitched in the compound during the fine weather. Some of the rooms can only be occupied for a month, others, called chambers, for two years. For the latter there is always a strong demand, and the list of applicants is so numerous that sometimes a member has to wait a year for a vacancy. It is prudent, therefore, for members who propose taking up their abode at the Club to put down their names long beforehand. The expense of living for a resident member need not exceed Rs. 350 a month, without including cost of conveyance. Members of the Bengal and Madras Clubs are admitted honorary members of the Byculla without ballot; and a similar privilege is accorded by the clubs of Madras and Bengal to members of the Byculla Club visiting those Presidencies.

The Bombay Club consists, like the Byculla, of members of the civil and military services, as well as non-official gentlemen; but the last class greatly predominate. The entrance fee is Rs. 100, and the monthly subscription Rs. 6. Honorary members, who are not required to pay any entrance fee, can be admitted by the committee without a ballot. The club has lately moved into one of the new houses in Rampart Row near the Frere Fountain. The new Club-house is a very great improvement on the old building. The table is as good as that of the Byculla, and there is no more convenient place in Bombay for anyone to live at.

There are a goodly number of hotels in Bombay. Watson's and

#### Hotels.

Pallonjee's (the Adelphi at Byculla and the new hotel on the Esplanade) are the best. We may also mention Mrs. Taylor's and the Waverley in Rampart Row, the Byculla, and Sargent's Hotel at Breach Candy. Rs. 7 a day may be stated as the average charge at a first-class hotel here. This does not include wine. Excellent break-

fasts, tiffins, dinners and suppers, at moderate charges, are provided at the Refreshment Rooms on the Apollo Bunder, which are also much resorted to in the evening by the lovers of gossip and ginslings. The cost of conveyance is one of the heaviest items of expenditure in Bombay, a one-horsed shigram being rarely obtainable under Rs. 5 a day, and broughams, phaetons, &c., being charged for at the rate of Rs. 8, 10, and sometimes even Rs. 12 a day. Buggies, however, are cheap, and tramway fares very low; and it is possible to do a good deal of walking in the Fort without exposing oneself too much in the sun.

The Bombay Tramway was originally projected in 1864 by Messrs. Stearns and Kittredge, on the joint-stock principle, and articles of agreement between the Municipality and the grantees were duly entered into and executed in February 1865; but like many other schemes intended for the improvement of the city, that of the tramway had to be shelved, owing to the financial difficulties which had overtaken Bombay. In October 1870 the proposal for a horse tramway was revived by Messrs. Stearns Hobart & Co., who offered to form a company with sufficient capital to carry out the concession made to them in 1865, but as it appeared that that agreement had been entered into by the then Municipal Commissioners *ultra vires*, the whole question was submitted to the Bench of Justices; a select committee of which body recommended that tramways should be laid down, and, if possible, by the Municipality. Messrs. Lawrence and Co. and one or two other persons entered the field as competitors, and offered to undertake the laying and working of the "tracks;" but at a meeting of the Corporation, held in April 1872, it was decided to advertise for tenders in the local and London papers. Eventually, the tender of the original promoters of the scheme was accepted, and on the 6th March 1873 sanction was given to a contract with Messrs. Stearns and Kittredge, the principal conditions of which are that the agreement shall remain in force for twenty-one years from 12th March 1873, at the end of which period the Municipality will have the right of purchasing the whole concern, on paying the grantees the *bona-fide* value, plus compensation for good-will, and so forth; equal to twenty-one years' purchase, calculated on the average profits of the previous three years. For these valuable concessions the Company pay a rental of Rs. 3,000 per mile for double, and Rs. 2,000 for single tracks, and as at the present time there are (exclusive of sidings)  $4\frac{1}{2}$  miles and 563 feet of double line, and  $1\frac{1}{4}$  mile and 505 feet of single line, open for traffic, the yearly rent paid to the

Municipality is Rs. 17,011. In addition to this, the Company, which consists of a few private individuals, most of whom reside, we believe, in New York, are bound to maintain and keep in repair, not only the space between the tracks, but eighteen inches beyond on either side thereof; and in consideration of such payment and maintenance, the horses and cars are exempt from taxation. The principal stables are at Colaba, in which there are about 300 horses. Under their Act (I. of 1874) considerable powers are vested in the Company, but the Municipal Commissioner has the right to regulate the rate of speed to be observed in travelling on the tramway, the distances at which cars shall follow one another, and so on. The line starts from a point at Colaba near Grant's Buildings, and runs along a double track to the Money School via Hornby Row and Cruickshank Road. It then proceeds by a single track along the Kalbadavie and Parell roads as far as Jail Road, and from thence by a double track along Parell Road to the Byculla Overbridge. From the corner of Cruickshank Road to the Arthur Crawford Markets, the line is double, but from there the line passes through Syed Abdool Rahimon Street in a single line to Pydownee, where it joins the other line on the Parell Road. Where the line is single, there are "turn-outs" or sidings to enable the cars to pass one another. The latest addition to the line is a double line of track from the corner of Cruickshank Road by way of Moody Bay (Rampart Row East) to Elphinstone Circle, and by Marine Street to the Wellington Fountain near the New Sailors' Home.

The nice distinctions of caste are not so closely observed by the lower classes in Bombay as in Bengal ;  
**Servants.** and Europeans are not therefore compelled to encumber themselves with a multitude of servants to attend to every separate detail of duty. Wages, on the other hand, are high. A bachelor can get on comfortably enough, if he lives at an hotel or boarding-house, with a boy or body-servant to wait upon him, and a groom to look after his horse, if he keeps one. The cooks, butlers, and boys are recruited mainly among the Portuguese (native-born Indians of Portuguese descent), and their wages vary from about Rs. 12 to Rs. 20. Other menial servants are hired at proportionately lower rates.

There are six deliveries in Bombay every day—at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M. and 5 P.M.

**Letters.**

The inland post goes out at 4-50 P.M.; for Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar,

and for all post towns on the north-east line of the G. I. P. Railway ; for Poona, the Deccan, the Southern Mahratta Country, and the Madras Presidency, also for Ahmednugger and Seroor, at 1-20 P.M. ; and for Scinde, Kattiawar, and Cutch at 7-30 P.M. ; for the south-eastern line, as far as Poona, 5-30 A.M. The overland mail for England is despatched every Monday evening at 7 o'clock, and closes at 5-30 o'clock for letters, and 3 P.M. for newspapers and books. Late packets are received, on payment of extra postage, up till 6-30 P.M., at Apollo Bunder. Postage on inland letters not exceeding  $\frac{1}{2}$  tolah  $\frac{1}{2}$  anna, 1 tolah 1 anna,  $1\frac{1}{2}$  tolah 2 annas, 2 tolahs 2 annas ; on foreign letters not exceeding  $\frac{1}{2}$  ounce via Brindisi 6 annas, 1 ounce 12 annas ; via Southampton not exceeding  $\frac{1}{2}$  ounce 5 annas, 1 ounce 10 annas. (*For Overland Parcel Post, see Part II. of the GUIDE, page 85.*)

There are two English daily papers published in Bombay, the  
**Newspapers.** *Bombay Gazette and the Times of India.*

Bombay is one of the chief markets of the East for Arab horses,  
**Horses.** supplies being obtained from the breeding districts of Turkish Arabia near the head of the Persian Gulf. Persians, Walers, and country-bred horses may also be found in the Bombay stables. The prices for riding horses range from about Rs. 300 to Rs. 1,000, and for carriage horses from Rs. 350 to Rs. 900. A large number of Australians have been imported recently. English horses are rarely imported except for racing or breeding purposes ; though now and then a wealthy native may be seen driving an English pair in his carriage.

The current coin of India is the silver rupee, which is nearly  
**Money.** equivalent in intrinsic, but not in exchangeable value, to the English florin or two shillings. The rupee contains sixteen annas, and there are silver coins of eight annas (one shilling) and four annas (six pence) and two annas (three pence.) The copper coins are the anna (twelve pies) or  $1\frac{1}{2}$ d., half anna (six pies or  $\frac{3}{4}$ d.), quarter anna (3 pies or  $\frac{3}{8}$ d.), half pice ( $1\frac{1}{2}$  pie,) and pie. The currency notes issued by the Indian Government are of the values of Rs. 5, 10, 20, 50, 100, 500, 1,000, and Rs. 10,000. They circulate at par only in the respective currency circles into which India is divided. With certain restrictions they can be cashed at par

at all the circles without reference to the particular circle to which they belong, the extent to which such encashment can be made being notified every day at the offices of issue. English sovereigns are always saleable at a premium in Bombay.

The sportsman has ample opportunity of gratifying his love

for shikar within easy distances of  
**Sports.** Bombay. Immediately the paddy (rice)

is lowered after the monsoon, generally about the first week in November, snipe begin to make their appearance varying, of course with the season as to their numbers. The earliest grounds are Ingenie, Rewas, Lohapodder, and Bailpodder, and innumerable grounds all up the Panwell Creek; later on, Jhankekharri, several grounds near the Vitturney river, Bewadhunder, and a few good places on the right-hand side of the Nagotana river, past Dhurumter. All these places are accessible by an ordinary bunder-boat, and bags of snipe from 15 up to 20 couples are constantly made; and, in one notable instance, a bag of 63½ couples by one sportsman has been accomplished.

Later in the season, as the paddy fields dry up, and at nearly all the above places, the large grey quail can be found in numbers, 100 couple a day by one party of sportsmen being by no means an unusual bag. The black-breasted, or rain quail, so common in the Deccan, is seldom, if ever met with.

A good day's sport can be obtained in the hot season at the painted partridge (*francolinus pictus*) near Tannah and Powey, and in certain vicinities of the Vehar Lake, where they seem to delight in grassy plains and open country scattered over with low bushes, and in the season, Tannah is a locality not to be despised or forgotten by the sportsman bent on sniping, although the walking is far from pleasant, being through deep chickle, or black mud. During the cold weather, also, innumerable flights of duck and teal visit the shores on the opposite side of the harbour of Bombay, and fair bags are of frequent occurrence. Curlew are met with up all the creeks. Penn is also a good locality for partridges and hares.

A ground little known to sportsmen, within five or six miles from the Narel station, easily reached by ponies which can be obtained there, would afford the sportsman a good outing and enable him to make a mixed bag of duck, teal, snipe, hares and partridges.

The *gallinago major*, or solitary snipe, is said to frequent the swamps that surround the Harbour of Bombay; but we know of only two reliable instances, and they were shot at different times by a sportsman of undoubted authority. He says that the bird is

unmistakeable, and known at once by the monosyllabic "bad, bad," uttered immediately it is disturbed. He, moreover, carefully took the weights of each bird, and found their respective weights nine and nine and a half ounces; whereas an ordinary full snipe rarely if ever exceeds four ounces in weight.

The pin tail snipe is also to be met with in large numbers during the snipe season, and, except to the experienced sportsman, usually mistaken for the full or common snipe *gallinago media*. It can easily be distinguished from the common snipe by examining the tail feathers: the common or full snipe's tail containing from twelve to fourteen feathers; whereas the pin tail possesses in excess of those feathers, several smaller ones on either side, making in the whole from twenty to twenty-two. The pin tail snipe has, moreover, darker bars or more defined stripes under the wings. It is a mistaken idea to suppose, as it is by some, that the pin tail snipe is the male of the full snipe; several specimens have recently been dissected and found to be of both sexes. It is, therefore, believed to be a distinct breed. The jack snipe *gallinago minima* is common everywhere; also the painted snipe.

Many varieties of duck and widgeon, as well as golden plover, sandpipers, redshanks or timbrells, and other sea birds, are found at times in hundreds, feeding on the muddy flats inland from the sea, in the shallows, creeks, and sheltered reaches.

By going about twelve hours' journey as far as the Neriad or Mehmoodabad stations on the B. B. and C. I. Railway some of the best districts in Gujerat may be reached, where, in addition to any quantities of wild fowl of all kinds, quail and partridge abound; and where also excellent sport may be had with the rifle at neelghai, antelope or gazelle, all of which are very numerous throughout the plains of Gujerat.

In the months of February, and early in March, excellent quail shooting can be had among the grain stubbles in the Ahmednuggur and Poona districts; but later than this, although shooting of some kind or other may be pursued throughout the year, the weather becomes too hot to render it either pleasant or prudent to continue it.

Big game, as a rule, is little sought after—the Bombay sportsman being seldom able to devote so much as ten days or a fortnight for that purpose; but if he can do so, and is fortunate enough to possess a good shikaree, there are many places worth visiting where sambar, cheetul, baikree, hog, deer, or piscoria, panthers, bears, bison, and even tigers are now and again met with, and brought to bag. Most of the jungles are full of wild pig (dookar), and wild cats, civet cats, and porcupines are frequently shot.

It must be understood that these notes chiefly refer to Bombay



and its neighbourhood. In the mofussil or up-country, and especially in Sind, of course better and a far greater variety of shooting is to be had ; but the best information on these points may always be had by local enquiry wherever a sportsman may happen for the moment to be travelling.

A stranger in Bombay, and one who does not know the surrounding shooting-grounds, would do well to provide himself with a shikaree. They all know the various localities, and they are easily obtainable after the monsoon, when they leave their native countries for Bombay in quest of employment. Their pay is from Rs. 15 to Rs. 20 per month.

## VI.—NATIVE FESTIVALS HELD IN BOMBAY.

Every intelligent Englishman has heard a great deal about the Indian Festivals and Customs. humours and peculiarities of Indian festivals. These have frequently formed the theme of missionaries and travellers, and as a rule the incidents attaching to them have not been permitted to lose any part of their extraordinary characteristics in the telling. The horrors of the Swinging Festival, the excitement and grief displayed by Mahomedans during the days of the Mohurru or month of mourning, the gorgeousness of the Dewalee, sometimes known as the Feast of Lanterns, have each been compelled to do duty in stirring within the breasts of susceptible Englishmen a deep interest in India and her institutions. The traveller who comes to India now-a-days will be disappointed in many things. He need not, for instance, expect to see men suspended in the air by hooks stuck in their flesh ; women mounting the pyre to follow their husbands into eternity ; nor hundreds of unfortunate wretches submitting to be crushed to death under the wheels of Juggernaut's car—these and kindred Hindoo institutions have been swept away under British rule, and happily are never likely to return. Occasionally from some remote part of India there comes a report of a suicide by suttee ; but as a rule there is nothing now beyond the ordinary exertions of priests and holy beggars to stimulate the fervour either of Hindoos or Mahomedans. Perhaps the most exciting event, after the old style, of propitiating sanguinary deities by torturing the flesh

that is permitted by Government in this Presidency, is the penance performed by a fakeer on the banks of the river at Poona, who suspends himself over a slow fire and chants monotonous prayers to excite the pity and charity of passers-by ; but even in this case, there is nothing exceedingly horrible, for the holy man keeps his fire so low and himself so high that there is no reason to doubt that he will yet die a natural death. He used to draw crowds to see him, but lately he has ceased to attract so much attention, and the feeling of disappointment entertained by some ferociously disposed sight-seers was indicated a few days ago by a man saying the fire wasn't half big enough and venturing to poke up the slumbering ashes with his walking stick ! Of course if the exhibition were a positively cruel one, Government would not permit it, notwithstanding that it is agreeable to a large number of good people who naturally consider that if there must be sacrifices for the sake of religion it is best to have them done vicariously ; and the present feeling of aversion entertained by the authorities to deeds of objectionable penance was exemplified one or two years ago, when a holy Hindoo mendicant perched himself, like another Simeon Stylites, upon the top of a pole in a large tank in Bombay. He intimated that he would never come down again, but the police compelled him to leave his perch, and an incident which a little more than half a century ago would probably have deeply wounded the religious susceptibilities of the people ended in being considered rather amusing than otherwise.

It is not to be supposed, however, that though many of the old festivals and customs of the country have lost much of their sanguinary character, they are not still full of interest to a stranger. Many of the spectacles which may be witnessed in Bombay are still sufficiently curious and picturesque to satisfy romantic temperaments and do credit to the stories about Oriental magnificence which the Arabian Nights and kindred works have been the means of circulating throughout the world. The beauty of a Bombay Dewalee, when native merchants count up their gains for the past year and resolve by lamps and prayers to propitiate in

the coming year the favour of Lakshmi, the goddess of light and wealth, is still remarkable; the festival known to Englishmen as Cocoonut Day, when, in the belief that the rainy season is over, and trading craft may venture on the sea with safety, thousands of Hindoos, dressed in every hue of colour, troop down to the shores and throw their offerings of fruit and flowers to the waves that steal in upon the beach, is still sufficient to satisfy the enthusiasm of lovers of the strange and picturesque; the days of the Mohurram, when bands of Soonee Mahomedans carry through the streets tinselled imitations of tombs (called taboots) and other emblems of the death of Hoosain and Hassain, whose names are shrieked out by the excited people as they dance and leap along to the accompaniment of drums and shrill pipes, and when the sects of Mahomedans who regard the death of Hoosain and Hassain as a great calamity, instead of a subject of mirth, meet in their temples and beat their breasts until the blood spirts forth at every blow, and wail with grief as their priests read them the story of the assassination of the brothers--these days of strange abandonment to mourning on one side and hilarious rejoicing on the other, are still full of a romance which few festivals in the world can approach. Bombay is peculiarly suited for picturesque displays. Sea and mountain, the former thickly studded with sail and mast, and the latter crowned with feathery palms that shoot aloft into the clear azure of an Indian summer's day, form admirable adjuncts to gatherings of natives clad in the bright costumes that belong to Hindoos, Mahomedans, and Parsees. If, therefore, the stranger who comes to this city is fortunate enough to see some of the principal festivals, he will have no reason to regret that the influence of British rule has swept away many of the licentious and barbarous characteristics that used to accompany a great holiday in this Presidency.

The etymology of Dewalee is said to be Dipa (a lamp) and Ali (a row). Formerly, it used to be

**Dewalee Holidays.**

celebrated by human sacrifices to Bhowanee, the patron deity of the Thugs; but latterly the goddess

**Lakshmee** has become the principal deity worshipped during the festival. The Dewalee generally lasts five days in November, and the natives employ this period in adjusting their accounts and cleaning their houses. We extract the following description of a Dewalee in Bombay from a notice which appeared in the *Bombay Gazette* some time ago :—

The great Dewalee holidays commenced on Thursday ; they extended over Friday and Saturday ; but Sunday was the greatest of all. Many of the shops were shut, and those which were open seemed so less for the purpose of carrying on business than for receiving friends in them. Yesterday commenced the Hindoo new year, and it was natural that there should be congratulations and merry-makings on its eve. Travel round the city with us, and you shall see what you shall see. In the Fort there are a few holiday symptoms. You may mark the pretty appearance of crowds of little Parsee children, dressed picturesquely in all the colours of the rainbow—their trousers, it may be, of green, or yellow, or scarlet ; their loose coats of mauve or blue ; and their little caps of gold cloth, or curious and elaborate embroidered silk. You may see Old Fourjees himself, together perhaps with mama, sitting comfortably in chairs, looking at the gambols of their progeny with stolid satisfaction, or, it may be, receiving a speckled-hatted, blue silk-trouserred, and white-frocked gentleman with volubility. But if you want to see more and greater symptoms of the Dewalee, you must go elsewhere. We cannot say let us “take a walk down Fleet Street,” but not a bad substitute for the occasion will be found in Parsee Bazaar Street. Now we are in quite a different atmosphere ; it is hot, and smells with the odours of lamps, ghee, perspiration, respiration and expiration. The shops are lit up on all sides (Dewalee is an equivalent to the Chinese “Feast of Lanterns”) but there is as yet no striking stir. As you go further into the street, however, the signs of demonstration are more complete. In each of the stalls—which are lined with some paint of a gaudy colour, generally blue or red, and lighted up with dozens of lamps, which for the most part are covered with a yellow transparent gauze which diffuses a soft and pleasant light—there are clusters of Hindoos, sitting cross-legged, looking exceptionally clean and respectable, with long rolls of books in their hands. They are talking excitedly. Those acquainted with Dewalee know that it is a custom of the natives to balance all their books on the last night of their year, in order that they may commence the morrow with square accounts ; and this is what these cross-legged gentlemen are doing now, so that their

excitement is excusable. Go on further. The crowd that gathers round the horse's head keeps your syce in a chronic state of combustion. The people are crowding and talking everywhere around. On this side is a stall, lighted up brilliantly, so crowded that the people are overflowing on the steps and clinging to the low verandah for support. There is a nautch going on. Had you not seen the clumsy fellows dancing, you would have known it to be something of that kind by the shrill pipes that give the music. You may remark that the harmony belongs to the period when "Music, heavenly maid, was young"—very young—in fact, when she still was in arms and took to fits of screaming if she did not get her own way; but it may surprise you to learn that these people consider that it is they who possess the art of Orpheus in greatest excellence, and not you. Some of them have been on the Continent and gained opportunities of comparison, and one well-known Parsee gentleman, at least, has made for himself somewhat of a name by his ludicrous imitations of bassos, tenore, and soprani, and attempts at runs and other musical floritura, distinctive of the new modern school. It is another example of the proverb about "one man's meat being another man's poison," and our forbearance with their music ought to be an example for forbearance in other matters. There are several ways of looking at a thing—Confound it; that bullock cart has nearly taken the wing off our carriage! We must compel these fellows to look before them. You see where we are now. This on the left hand side is the Cloth Bazaar. Its arcades are splendidly lighted up. Along its façade there are strings of little cocoanut oil lamps, some of them coloured, and across one or two of the entrances there is something like floral garlands. On all sides of you now the houses are illuminated nearly up to the eaves of the roofs. Each rail of the verandahs is made to look like a string of fire. In these exposed rooms up there you may see rows of coloured lamps hanging from the roofs, and under each of the windows a glittering glass ornament is suspended. In the rows of open stalls on the ground floors, which are filled with Parsees and natives, all shouting excitedly as they were in the stalls we have left behind, you find the pictures so plentiful that you cannot see an inch of the wall. Perhaps you wish to see the style of art patronised by the natives. Well, the pictures are mostly specimens of low German art. You see a flaunting beauty among them there with very high colour and roses in her hair, and a belt of gold, and several gold spots stuck about her person. There is a little very yellow-haired girl holding a kitten, which is also ornamented with gold spots. That next Parsee stall boasts a series of photographs—among them Sir Jamsetjee Jejeebhoy in several postures. Of all

the pictures the best in taste is the "Departure of the Black Brunswicker," which that little bare-legged fellow beside us is anxiously looking at, wondering what it is all about. Turning through the Cloth Bazaar, you see the merchants sitting affectionately talking about pice together, and under the strong lamplight you may admire the Brussels carpets they sit upon, the Cashmere shawls that are hung up at their back, or the pieces of gold cloth which droop down the sides in front. The cotton-wallahs do not make much display; they throw their small bales down beside them, and sit staring at the never-ending throng, waiting till heaven sends them fortune, in the shape of a customer whose faith in prices named is large, and whose purse is equal in depth to the length of the proboscis of Gunputhee. There is one enterprising carpet-seller beside you. He has not only illumined his little stall, but he has got stuck up behind him a perfect portrait gallery of native chiefs and princes, executed in the genuine Hindoo style of art. One chief carries a sword, and rides upon a horse which has evidently just survived some terrible internal volcanic eruption, its body and neck being swollen into various stages of upheaval, and its feet left curiously misshapen. Another chief has a head, you may presume by the presence of a hat, but the doubt is caused by his huge moustache. That must be Timour the Tartar, or a native conception of Napoleon. Coming out of the bazaar you have to fall in in a long Indian file of buggies and gharries, whose owners are out to see the fun of the fair. Before you drive into that inviting spot familiarly known as the Thieves' Bazaar, you cast a look behind you. The sight is grand. As you passed along, you were for the most part only conscious of two streams of light—one on each side. Now you see all the lights blending, as it were, in one mass; the street from end to end seems in a blaze, casting a warm reflection on the moonless sky; you see tier upon tier of lamps in all colours, streaming from verandahs and open windows, and suspended from doorways; upon the roofs of the tallest houses, little cocoanut *butties* are spluttering; down beneath you more pretentious lights are throwing their steady contribution into the central glare. If you watch the myriads of people, some moving in a continual stream, and others standing, crossing, or re-crossing, like coloured threads in a shuttle, and if you observe the effect that is produced, as this red turban passes under the rays of a green lamp, or that one of a paler shade passes under the fire of a file of closely-set lights, each of varying colours; and if you listen to the buzz of the voices, the noise of the tom-toms, and the piercing notes of these Indian pipes; if you notice all this, and shut your eyes for a minute, you may comfortably imagine

yourself a spectator of the festivities attendant on the nuptials of Aladdin and his princess amid all the glories with which the "Arabian Nights" endeavours to dazzle cold Western imaginations. But you cannot stay to shut your eyes. Such a thing in this crowd would be preposterous. See, this is now the Thieves' Bazaar. The gentlemen of dexterous manipulation are evidently not without an idea of the beautiful. Now we are out of the Thieves' Bazaar, and in the Marwarees' Bazaar. The moneylenders come out strong with light and mirrors. We come next into the Kalbadavie Road, but the illuminations here are very inferior. Many of the houses are of a miserable description, and the occupants of them do not look as if they were troubled with riches. Yet though the power to be brilliant may be absent, the will is present; and here and there you see that Rama, the fruit-seller, has converted a part of his capital into a little cocoa-nut *butti* or two, which he sticks in front of his little commercial hole, while he himself retires into a corner, beside his vegetables, crosses his thin brown legs, and stares at his illuminations with a satisfaction which would rival that of Nero looking at the "mistress of the world" in flames. Near the Mombadavie Chowkie, one house stands out conspicuously by its brilliant illuminations. In front there is an archway, around which runs a pleasant device in gas. The trees in the garden are brought into outline with the subdued light of Chinese lanterns. The front of the house, six or seven stories high, is traversed with lines of lamps; each window is thrown open, and you may see suspended from the roofs of the rooms rows of soft-hued lamps. Perhaps this is the most effective display of any single dwelling in Bombay. A little further on a Hindoo youngster, of six or seven, possessed of some fireworks, is anxious to have his little piece of excitement; and you see he rushes out from the porch of that house, and throws a puny cracker before our horse, thinking probably he will frighten the sahibs; and as the cracker feebly puffs its existence out, you see him run and hide himself as if he had succeeded in blowing off the gates of Lucknow. The young rascal! He is so thin that it is all you can do to see him hiding behind the single rail that a rude fate has left on the verandah of his house, and doubtless he is shaking at the enormity of his audacity. Now we have left the last twinkle behind us, and are bowling along the Esplanade towards the Fort again, under the dark shadows of the trees. Is what you have seen at all like what you imagined after reading the affecting picture by the Rev. Mr. Chadband in the Blighted Hindoo's Magazine? "No," you say, and no wonder. Everybody appears to be happy and contented. The Hindoo finds vent for his feelings in plenty of talking and

the glare of lights, inartistically arranged ; but you cannot reasonably find anything else to find fault with. Therefore, you must confess a Hindoo holiday looks remarkably innocent after all, and not least among them, the holidays of the great Dewalee.

The date of this festival varies, but it generally takes place about the end of August. The cere-

#### Cocoanut Day.

mony of throwing offerings to the sea sometimes takes place at Mody Bay, which is on the harbour side of the island, and sometimes on Back Bay—that lovely crescent of water which lies on the western side of the city, and between the slips of land known as Malabar Hill and Colaba. The following description of a Cocoanut Day in Bombay was written regarding the festival which took place at Back Bay on a Sunday in 1872 :—

On Sunday forenoon any person moving about the Fort or the native town could observe that the people passing and re-passing him, in groups and singly, were more excited than usual, and that the dresses worn by them were not those of common days. Witness that little Hindoo girl, with jewels in her nose and rings in her ear, who can scarcely trot by the side of her father, because she is so heavily fettered by heavy silver bangles ; and in the afternoon the hum of many voices rose from the shore at Back Bay and floated a long way off. It did not require many years' residence in India to suggest that these were the symptoms of a native holiday, and as to what "burra deen" it was, a consultation with the Calendar settled the matter, and showed that the festival of Narul Poonam was being enacted at our doors, and that we were at last in the midst of the Cocoanut Day, of which our servants have been talking for a month past, and to celebrate which rightly Bunnias and Bhattias have been determining to exercise alike their purse, their intelligence, and their ingenuity. As the sight is one of the great events of the year in Bombay, we lost no time in making our way to the head-quarters of the revels, and were fortunate enough to get a good coign of vantage in the vicinity of the Bay. And what a picture was there ! Pantomimists and gorgeous Oriental spectacle-makers at home, hide your heads ! There is nothing in your art like this. Your crowds, tricked out, eked out, to cover a stage and look a multitude, are laughable compared with the myriads that now swarm upon the sands and hide nearly every blade of green upon the Maidan ; your tinsel dresses, in gaudy colours, embroidered with gilt and of eccentric cuts, to meet a vulgar idea of Eastern life, are miserable before this huge and ever-moving mass of



colour—this living kaleidoscope of costume. And what is the bust trained in the mouths of your performers to the gigantic hum raised without effort by the tens of thousands here? A child's trumpet to a Titan band—the trickle of a rivulet to the sounding whirl of Niagara. Looking towards the sea, the time nearer five in the afternoon than four, a great crowd of Hindoos is seen moving on the shore, the worm-eaten piles, relics of the share mania and the crash of Sixty-five, standing like giants supremely heedless of the Lilliputians swarming at their feet, and the sun making his rays form upon the water a long path of shimmering light, which is broken every instant by the splash of a far-thrown offering to the deity supposed to rule the waves. On the Maidan and on the road running out to Malabar Hill, the sight is not less picturesque. No Derby course could be more crowded with vehicles and people. The ground on the Back Bay road cannot be seen, because it is covered with people who are streaming along in all the beauty of white clothes and red head-dresses; the riding course is filled with Hindoos and Mussulmans who have performed their devotions and are watching others going to do likewise; down Church Gate Street, and out of Marine Lines, there is a continual flow of carriages and pedestrians. Here passes an old woman who can scarcely totter; here a man carrying a child whose coat is embroidered with gold, and whose little round cap seems composed of one golden tissue; now, a carriage, at the head of the horse of which the coachman has to walk because of the crowd that presses on its shoulders and haunches and can scarcely clear themselves from its feet, passes along filled with a Hindoo and his jealously-guarded family, who peep out upon the scene through the venetian windows; now a band of long-cloaked Arabs, arm-in-arm, move on with the crowd, joking and being joked, after the manner of an Oriental's stately chaff, and these are followed by long-haired, dirty-looking men from the Punjab; there goes a company of Parsee young men; there a lot of sturdy coolie women; there an ashen-coloured, long-haired fakcer, carrying a huge stick; and there is the typical fat and thriving Bunnia, leading by the hand a little girl, who is adorned with flowers and jewels. But the changes in the crowd are endless and could not be repeated. One thing noticeable is that nearly every native carries a coccanut and some flowers in one hand, and an umbrella in the other; and another matter worth attention is the noble background of buildings with which this animated picture is ornamented—the new Post Office, the Public Works Department, the National Bank of India, Watson's Hotel, and all the other edifices which were praised by the newly-landed Viceroy, standing out with a conspicuously fine effect. Speaking of umbrellas, what a

change has suddenly come upon the scene ! While our backs were turned to the sea, a large black cloud had passed over the sun, blotted out the silver path, and settled above the crowd. Now it opens and sends down a deluge, and where is the great bouquet of colours that our eyes were delighted with a minute ago ? Gone like the changes in a dream. Now there is nothing to be seen in front of us, or for a mile on either side, but spread umbrellas—a suddenly upgrown field of mushrooms ! Yet there is interest in even this changed scene, for the umbrellas are of all shapes, sizes, and colours. Here are some poor fellows who have no umbrellas, but their ingenuity is equal to the vigour of the pitiless downpour, and by one taking off a part of his garments, while others hold up its corners, they suffer discomfort only about the feet. Here is a strange sight indeed. Two blind beggars, who were lying by the side of the road beating their breasts and asking charity in a monotonous voice in the name of Bhugwan, are lying there still, evidently caring nothing for the deluge that threatens to swamp them. But the cloud passes off, the silver path, now becoming golden, is restored, the variegated mushroom umbrellas disappear, and the crowd resumes its march down to the sea. True, the roads are slightly altered ; what part of them was ground into dust before by the feet of the multitude, has now become mud of a consistence so thin that as sandals splash through it, they bespatter the face and chests of the recumbent beggars who are pleading in the name of Bhugwan as before. We leave our place of vantage and go down among the devotees. The sand is wet and more like mud than sand, but we are not to be deterred by the rivulets and pools left by the receded tide, and we plod, and stagger, and jump, till we are under the shadow of the monumental piles. We fix our eyes on some of the people who have, cocoanut and fruit in hand, splashed like us to the edge of the water, and we single out one and watch his operations. He slips out of his shoes, leaving them in the care of a coolie scant of clothing, who has a score of similar shoes (all covered with mud and of a shape half sandal and half ordinary shoe) ranged in a row before him. A Brahmin, with no clothing beyond loin-cloths, slips up to our friend, and after a short conversation, evidently of a commercial character, the two proceed a little way into the sea. There the Brahmin prays a prayer, the burden of which is that the monsoon being well over, God will be pleased to keep the sea quiet so that ships may move along it in safety. Our friend repeats the prayer, and then throws into the sea some holy water which the Brahmin has poured into the hollow of his hand from a lotah, then some red paint, also given by the Brahmin ; then the flowers, then some rice, and last of all the cocoanut—these

being, we suppose, the emblems of the produce of the land, and as such best fitted for presentation to the deity. The Brahmin then daubs his finger in a dish that looks like a rouge plate and makes a "poojah mark" on his disciple's brow, and the ceremony is at an end. According to his means our friend presents the Brahmin with a sum ranging from one pie to twenty-four, and if he be inclined to be more extravagant he may, for a small present in exchange, have a sacred thread, of which the Brahmin has a large bundle, tied round his wrist, and have the advice given to him that he will do well if he keeps that thread intact till the end of the Dewalee festival. He goes to the coolie and picks his shoes out from the rest, and then takes up his place in the homeward march in which many thousands have gone before him. We noticed that the cocoanuts, if they were not taken out from the sea again by careful worshippers, were scrambled for with much zeal by naked coolies, who sometimes swam out a little distance and there invited the devotees to throw in their offerings, and just see how they would struggle for them. These coolies afterwards re-sold the nuts, which again were sold at a reduced rate to those who had no cocoanut of their own, and thus the sea deity was robbed of a number of individual offerings. It seemed great hardihood to snatch an offering placed on the altar of a god and turn it into a market commodity, but as the Brahmins did not quarrel about it, but even assisted in the traffic, we suppose it was all right, and that the sea deity winked at these peculiarities. Beggars swarmed among the crowd, which seemed to be regarded as a fat fowl for plucking by priest and scamp. One girl followed us till we were tired of her pertinacity, although, had our tempers not been somewhat soured by the difficulty of getting to firm land again, we might have been led into generosity by her constant cries of, "Sahib, sahib, give one pice; sahib very good captain, give one pice; sahib one very fine gentleman, sahib one burra captain, he give pice." We were not captains, but our feelings were titillated after the manner of the poor little Cockney who tendered double the proper amount of his fare to cabby because, in reply to a question about the price of the journey, that gentleman answered cunningly, "Och, I'll lave it to yer honour, Kurnel." We elbowed our way through the crowd which was gathered on the top of the railway embankment, and proceeded to Marine Lines, where a fair was being held for the amusement of the worshippers. We were not tempted even by the sound of conch shells and an occasional tom-tom, to remain longer by the sea side, but we fain would have returned to see what was to be done with a black ram with gilded horns, and wreathed in flowers, which was

being led to the sands by a score or so of jubilant Hindoos. The fair was a curious enough sight in its way. Rings of people here and there watched the feats of wrestlers, and not less were the fencers patronised by spectators. These fencers are curious-looking mortals. Little leather shields are buckled on to their arms, and they wield swords made, not of cold Damascus, but the less dangerous material of leather. They face each other at twenty yards distance, eyeing each other with assumed ferocity. Swinging their swords, they advance, in a style not unlike an awkward horse's amble, going from side to side and drawing up their legs. When they meet they make feints and retire in the same high-stepping manner, and then go forward again and belabour each other with a vigour that would be serious to some of them were it not for the great dexterity they manifest in warding off blows with their little targets. The number of baskets of toys exhibited was very great; and if toys are a gauge of a nation's civilisation, native-manufactured tin engines and steamboats, though coarse and daubed with paint, are favourable signs of India's advancement, considering that when railways were introduced here the people worshipped the "fire horses" as gods and devils. Ice-creams and soda-water seemed to be the strongest tipples on the ground, and as for eatables there was no end of sugarcane, roasted maize, pomegranates, hulwa, curry, and a compound of garlic and onions, which, as it was boiled on the ground, men blowing up the fires with hollow bamboo tubes, spread its smell far and near. Leaving the Marine Lines, we went to the Esplanade, where another strange sight presented itself, the ground being crowded with swings, some double-tiered, and others not unlike Persian wheels, the weight of the people keeping the buckets perpendicular. The way in which these merry-go-rounds groaned and creaked made us have doubts about their safety, and we wondered whether anybody ever inspected these vehicles so that the chance of accidents occurring might be reduced. They were never at rest; no sooner was one batch of fellows off the wooden elephants, tigers, or leopards (which do similar duty in Indian festivals to that undertaken by wooden horses in fairs at home), than another brown-legged company was on, shouting "chilao" to the keeper of the merry-go-round with all their might, making a pretty Babel when amalgamated with the other noises of the gathering. It was very amusing to see the enthusiasm and humour of some of the riders, some of whom flogged up their steeds with their oil-skin umbrellas, while one or two tender Orientals leaned over the necks of their wooden Rosinantes and gently rubbed their cheeks to encourage them. Perhaps the most comical sight in the fair was two fakeers, with long dirty brown hair, their faces and bodies and legs covered with ashes, holding on to their wooden elephants

with the air of men who took their pleasures very sadly ; and every time that the machine turned and brought their bare legs and ghastly faces to view, another pair of fakeers, equally ugly, manifested signs that they wished it would stop and allow them to have their turn of enjoyment. These beggars must have done a good day's work, or they would scarcely have ventured on such extravagance. The elephants, leopards, and horses were, by the way, of curious construction. Everybody knows how a native-drawn horse looks, and if our readers were just to take one of these and make the legs more like puddings, the bodies more like barrels, and the heads like small squares of wood with ears, they would have a true conception of the horses at the fair ; the elephants were just square blocks of wood, with four pegs stuck on for legs, and another peg, with a curl in it, stuck before and behind for trunk and tail respectively ; the leopards were blocks painted brown, and spotted, the fact that it was either a leopard or cheetah that was intended, being evidently meant to be conveyed through the spots alone. We give these particulars for those who may be curious about Hindoo art. But even a Hindoo festival and fair gets tiresome, and wending our way among the lanes of men and women who sat squatting on the ground selling their wares of food, fruit, or toys, and passing the booths from which many a Hindoo child bought its "fairing," we turned homewards while the hour was yet early enough to permit the sounds of the bells of the Cathedral and St. Andrew's to mingle with the noises which we started with saying were characteristic of a heathen holiday.

On the 27th August the following description of the eighth avatar.

The Festival of the Eighth ship of Krishna appeared in the Incarnation of Krishna.

*Bombay Gazette :—*

Yesterday was the day of celebration by the Hindoos of the eighth incarnation of Krishna, and the public offices and a number of shops in the native town were closed. The story of this incarnation, which bears some slight likeness to King Herod's attempt to massacre the innocents, or to the mythological tale of Saturn and the reason for his being so fond of his own children, is that Klans, the king of Mathura, being told by a prophet that a child of his sister Devakee would kill him, resolved to murder all her children. Klans accordingly killed six of her children ; the seventh was made away with by some divine interposition, but she had an eighth, however, who was no less than Krishna ; and she saved his life by removing him to Gocul, where he was brought up under the care of

a cowherd. Of course the due dramatic effect of the prophecy took place, and the god slew his wicked uncle. Krishna in this incarnation became a great admirer of the ladies, having as many as 16,000 wives; but it must be remembered that in his previous avatarship in Oudh he scrupulously attached himself to but one "mistress of his soul." Whether or not it be for the reason of his great admiration of women, especially milkmaids, that the Hindoos regard this incarnation as one of Krishna's greatest, we are unable to say; but undoubtedly they are very proud of him for his performances in his eighth appearance on the terrestrial stage. Yesterday morning we were curious enough to visit a temple in an obscure part of the town for the purpose of observing the demeanour of some of Krishna's votaries. The temple stood in a narrow stinking street in Dongree, and the face of a European there excited as much attention among the inhabitants as it would in a mofussil village. A crowd of men, it seems, had attended in the temple all Sunday night (the night on which Krishna was supposed to be removed to Gocul) worshipping the image of the god and reciting the shastras. These were now dancing in the streets, some clinking cymbals, and several making a noise with brassy drums. One man, supposed to be inspired, took a whip and laid about him in a very miscellaneous fashion; if a Hindoo jumped before him, clashing cymbals over his head, he was pretty certain to throng that excited worshipper, and then he was just as likely as not to turn round and lay the lash over the naked shoulders of somebody leaping behind him. None of the fellows who were lashed seemed to take the whipper's attentions at all amiss; if anything, they appeared to like it; but in truth the whip was not laid on very severely, and not a drop of blood could we notice spilt. We asked a native if the lash were always as gently used on the bodies of the devotees, and he replied, his faith in Krishna being evidently very large, that these dancing and shouting men would bleed very greatly, perhaps to death, from the effects of the whip; but as the god had entered into them they felt no pain, and harm never ensued from the flagellation. After a time the men joined hands, and danced sideways in a line to other temples, one of the number holding up a tray bearing the image of Krishna, and then they came back to the old temple and danced and leaped and clanged the cymbal and beat the drum as before; after which they went to the sea-shore and there threw water at each other. Curd is the proper thing to use, but that costs money in Bombay, and the more economic substitute of water is used for both man and woman worshippers. Perhaps the poverty that necessitates the use of water is a blessing, for a number of the devotees that we saw looked dirty enough to require it more than

curds. We are told that formerly the worship of Krishna during the midnight watches, and the subsequent lashing with whips, used to be common among Brahmins, Purbhoos, and other good castes, but that latterly the celebration of these ceremonies has been performed chiefly by the lower classes of the Hindoo population. Our own observations do not disagree with this statement, because the Hindoos who received their whipping so cheerfully before the temple in Dongree were evidently coolies and small craftsmen.

This is the greatest festival in the Mahomedan calendar, and yearly it causes a certain amount

#### The Mohurrum.

of excitement in Bombay as well as throughout India, as the enthusiasm which the different sects of Mahomedans are wrought up to would willingly find vent in a breach of the peace if strong measures were not taken to keep it within bounds. Hossain and Hassan were the grandsons of the prophet Mahomed, whose favourite daughter, Fatima, was their mother; Ali, the fourth, or, as the Sheeahs consider, the first Caliph, being their father. By one means or another the young men met violent deaths, and those sects of Mahomedans, such as Sheeahs and Khojahs, who believe that their father, Ali, whom they succeeded, was their first lawful leader after Mahomed, mourn their death during the period of the Mohurrum; while the Soonees, who hold a contrary belief, rejoice during the same period. Where, therefore, there are Sheeahs and Soonees in a community, it is perpetually liable to be torn by brawls during the Mohurrum. The towns in the north of Ireland, where Orangemen and Catholics hold extremely different views about the battle of Boyne Water, frequently furnish illustrations of the length to which religious enthusiasts can go in quarrelling; but the bitterness felt by the opposing sects of Mahomedans is much more intense than the most excited Irishmen of the present day would think of displaying, and the danger of serious disturbance is of course much greater in India, where there are thousands of Mahomedans for every faction fighter in Ireland. In Bombay the military and police have much hard work and anxiety during the Mohurrum, and in February 1874

the serious riots, known as the Mussulman and Parsee Riots (which took place a short time before the Mohurrum), in the course of which a crowd of Mahomedan roughs wrecked several Parsee temples and caused a considerable number of violent deaths, showed what an excitable festival the Mohurrum is, for the Government at first prohibited the usual processions, fearing that the Mahomedans would recommence the riots when under the excitement of their great religious festival. In March 1872, shortly after the assassination of Lord Mayo by a Mahomedan, the advent of the Mohurrum in Bombay caused considerable uneasiness, and the following account of what took place on the 20th March will not be found uninteresting :—

Yesterday, the taboots were dipped in the sea, and the ill-will and religious frenzy of the two great sections of Mussulmans who mourn for or rejoice over the death of Hossain and Hassan must be bottled up for another year. On this occasion there were serious apprehensions of a large disturbance; and that there has not, is due to the extraordinary precautions taken by Mr. Souter and Mr. Vincent, the police officers. The number of taboots has not been so numerous as they were last year, but there has been no diminution of the hatred of the factions, which, curious as it may sound, seems to have found new fuel in the murder of the Viceroy. The Moguls (Sheeahs), we are told, said to the police of the taboot-followers—"These are the men who killed your Viceroy. Shut your eyes for a moment, and we will drink their blood from the hollow of our hand and wash the place they stood upon." It is very probable that the Viceroy's death may be but the scapegoat for the hate that exists between the Mogul and the Memon (Soonee) people, but the expression we have quoted powerfully illustrates the depth of ill-feeling that runs between the factions. The parties sought every opportunity to meet each other hostilely. On Tuesday forenoon the compound of the Old Imambarra was filled with people who were best kept inside, for had they got out among the members of the opposite faction who were clustered near the gate, there would have been the usual entertainment of cracked heads and bloody noses. In the forenoon a party of Moguls did issue from somewhere near the Imambarra mosque and proceed to the quarters of the Memons, where they fell foul of the dancers and singers round two taboots, and smashed the taboots and the heads of those who were carrying them. The Memons were not as patient as lambs, and resisted the Moguls so determinedly that at one time the affair wore the appearance of a serious insurrection. Sticks played freely about the pates of those who probably wished their turbans had been thicker ;



the yelling of expressions unpolite and the names of the sacred brothers was ear-splitting; and the excitement of the row, which was increased, as members of the factions gathered to the scene of action, sticks in hands and fists clenched, could scarcely find a suitable comparison outside of what is popularly imagined to be the scene at Donnybrook. News of what was being done soon reached the police, accompanied by rumours of hundreds of men being killed or wounded. A strong force of sepoy under European superintendence was marched quickly to the spot. The accession of the third party to the quarrel increased the "bobbery" for a minute or two—but only for that short time, because the *taboot* men, leaving their Mogul assailants and the remnants of their glittering treasures behind, gave way before one or two vigorous charges, and fled, leaving the wounded and about 200 prisoners in the hands of the representatives of the law. The captured rioters were marched to the police office and sentenced summarily to 14 days' imprisonment; the wounded had their injuries dressed first, and were sentenced afterwards. One dangerously-wounded fellow, with his collar-bone broken, was taken to the Jamsetjee Hospital. But no one was killed; which nobody regrets so much probably as those nice, quiet subjects of ours who delight to embody their feelings in a knife or bludgeon.

This disturbance quelled, the police took certain precautions to prevent repetitions. Two hundred men, under Inspectors Raymond, Fraser, and Collello, were drawn up along the line of Mahomed Ali Khan Street, so that the gate in the compound of the Old Imambarra was commanded, as well as the point from which the Memons could come up to revenge their *taboots* being cast in the dust. At the New Imambarra, another force was stationed, and also one at the Jumat Khana. Reserves were appointed at convenient places—one party being posted at Pydhonee, one at the bottom of the Jail Road, one near the Jamsetjee Hospital, and another at Bengulpooora Street. Detachments of military patrolled the streets, and mounted police and sowars kept watch here and there, so that at one hour of the day the city looked like a place under the terrors of martial law. The vigour with which the first disturbance was suppressed seemed to operate with a salutary effect upon the Mohurrunites. The police had little to do at any of the stations, and at the New Imambarra—a spot around which violence was expected to surge strongly—things wore so placid a look, that there was nothing to be seen but the entry and issue of stoical devotees, and the police officers in charge sitting drowsily nodding as they passed. But in the evening, it was expected there would be quite another state of matters;—wait, it was said, till the *taboots* are brought forth, till

the torches flame, the dancers scream, and the people have wrought themselves with excitement into the condition of men mad with liquor. Shortly after dusk the members of certain streets met, and after a great deal of shouting, set the taboots on the shoulders of a few honoured individuals, placed rows of dancers, musicians, and torch-bearers in front, and then turned into the big thoroughfares with a tail as long as the great sea serpent's. As they moved along, they grew more excited, screaming "Ya Hossain, ya Hassan," with little intermission, taking each other round the neck and indulging in semi-drunken dances, whirling like dervishes, and stepping about like young horses. Mr. Souther and Mr. Vincent were generally at the head of a procession, and bands of sepoys were always near at hand. In the Bhendy Bazaar, along which 10,000 people must have passed in the course of three hours, the coarse smoky flame of the torches, not only showed the crowns of their darling taboot, glittering with silver tinsel or red-and-blue enamel work, and rising as high as 20 feet in the shape of a mausoleum or a minaretted mosque, but also gleamed upon the weapons of the red-coated native infantry, who were drawn up along the roads in groups. In the compound of the Old Imambarra, a scene was presented that was a complete contrast with the hilarity and gesticulations of the taboot followers. Here the Sheeahs, who revere the memory of Ali and his sons, celebrate with mournful rites the death of Hoosain, who was killed at Kerbela by the troops of Moawiyah, the caliph of Damascus. A passion play is performed in which all the incidents of this tragedy are dramatically represented, from Hossain's parting with his family, to his death. The place was so packed that it would have been an engineering feat to get room for one man more. A circle in the centre was staked off with ropes, and in it a band of half-naked men formed a ring, each grasping with the left hand the belt of his fellow, leaving the right hand free. At a signal they sang and shouted, and whenever the name of Hoosain was mentioned, they slapped their breasts with their palms. In a short time their breasts became like raw flesh, and at every blow and every scream of "Ya Hossain, ya Hassan," the blood squirted out, while intense sorrow for the memory of Mahomed's grandson was manifested among the crowd. When the mock corpse representing the body of Hassan was brought forward on his led horse, the lamenting became louder, and even the little girls employed in representing the children of Hossain mourning for their father seemed overcome with real grief, beating themselves severely and crying and covering themselves with ashes. The whole affair was a wonderful sight, and indeed the scene in the Imambarra, when the

Khojahs meet to see a representation of the murdered Hossain and his mourning children, is something which, once witnessed, can never be forgotten. The howling and wailing of the people while the priest recites to them the story of the assassination are very impressive.

It would scarcely be advisable to omit from this little work all notice of the curious ceremony which the Portuguese Catholics perform annually on Good Friday. The following description (taken from the *Bombay Gazette* of the 2nd April 1872) of the scene presented at Bandora a few years ago, will give a good idea of a ceremony which rivals the celebrated Passion plays enacted in some of the continental cities of Europe :—

Some people here who have read descriptions of the Passion plays at Ammergau, and wished to see those seriously-acted caricatures of an event that might be supposed too solemn and profound for the mimicry of man, may not be aware that almost at the doors of Bombay scenes connected with representations of the Crucifixion are annually enacted which must be almost as extraordinary as those which have made the little Bavarian town famous. Bandora, perhaps we need scarcely say, is a native Christian settlement—that is, Roman Catholic Christian—and evidences of this are plentiful on the road between it and Bombay. After leaving the native town with its gods and temples, and coming into the Parel Road, on one side of which the eye may catch sight of an ugly red-bedaubed wooden image, stuck in a niche in the wall, before which some poor-looking wretches are laying their offerings and praying for favours, we come to a seemingly better state of things, for at the junction of palm-skirted lanes stone and wooden crosses are to be seen, instead of symbols of out-and-out heathendom. In the locality of the Mahim woods these wayside symbols of Christianity are numerous, but as Pandora is neared they become most plentiful. It may happen that around the steps of one, the top of which is crowned with a wreath of flowers, a number of Portuguese male and female devotees are clustered, while a few paces off Hindoos are looking on with that indifferent expression which seems to say, "It's all right ; we pray to Gunputti and they pray to that thing with the arms ; there is no difference between us ;" and it seems strange how little desirous of being aggressive the idolator is with a religion which exists side by side with his in his own land, and the symbols of which stand in the public ways.

During Passion Week, Bandora and its neighbourhood wear an

appearance of unusual briskness. Many men and women, the former wearing European clothes, including the long hat, which is a sign of respectability that no Portuguese who lays claim to being a decent family man would care to go without, and the women, picturesquely covered with clean white cotton garments, stream along the roads on their way to chapel, and we may remark that chapels seem to be more numerous in Bandora than any other part of the island. But it is on Good Friday that the greatest stir prevails—when, at certain hours, white-dressed women, with pleasant dark faces, may be seen making their way on to the main road from among the palm and betelnut trees; when many crowded garries and shigrams of various degrees of antiquity, from the one with a small crack in its shining panels to the one which, covered with dust, contracted probably on the previous Good Friday, moves along wheezing and creaking on its old wheels, as if protesting; when Portuguese lads, with hats and without hats, with cotton striped trousers and with trousers of a more fashionable European texture; when Portuguese girls, in dresses of humble material, but cut, perhaps clumsily, after the Western fashion of jacket and frock, and with straw hats on fire with poppies and Indian flowers—when all these proceed onward to the Chapel of St. Andrew or the convent to see the crucifixion of the Saviour. On the eve of Good Friday, in one chapel, a room is fitted up with a long table, at which thirteen figures are placed before plates of fruit. This is to represent the Last Supper, and one of the figures is plainly meant for Christ by the nimbus, while another is marked for Judas by the bag he holds. On the next morning Christ is crucified—in wax; and some efforts at realism are made with red paint to represent the Saviour's blood. In the compound of the Church of St. Andrew the scene on Friday afternoon was one of the most extraordinary that could be imagined. In front of the gable of the chapel was a large square erection about forty feet high, covered with black cloth; two or three large crosses, standing here and there, had their steps completely covered with people; one side of the ground was filled by about 1,000 women, covered from top to toe with white, who were kneeling and gazing intently at the scaffold-like erection, their hands tightly clasped before them; groups of men were walking about; and one huge crowd stood in front of a rostrum in a corner from which a priest was gesticulating and shouting so that he could be heard over all the compound by the vast assemblage. The anxious looks cast in the direction of the black house, the frequent references to it, by word and by finger, by the preacher, could leave no doubt that it was behind that black veil that the Saviour was hanging. The preaching continued for many hours, yet scarcely any alteration

could be noticed in the position of the women devotees, while the men, though privileged to walk hither and thither, stood reverently uncovered, listening to the priest's exhortations. When the sun went down, the picture was weird in the extreme. Torches were carried among the crowd, and showed now the long ghastly-looking palms skirting the compound, now the women in dim white outline, here and there a priest moving among the people, now the arm of the preacher waving, and now the black house, which was evidently being lighted up within, for lights flickered through the seams, and at times even the outline of a figure with outstretched arms could be seen. At the gate of the compound, and looking over the walls, were groups of Hindoos and one or two Parsees. It was curious to notice how primitive many of the worshippers were in their habits. When they were in the compound, they were generally quiet and reverent-looking enough, but once outside, when the caps could be put on, they were laughing and joking and buying and selling. Close by one of the walls was a line of Hindoo sweetmeat-sellers, sitting cross-legged, with a little light by their side, and their tray of yellow and brown confections, nauseous to European palates, before them. Looking down upon the trays were old and young men and women, who, between giving an occasional ear to the priest and higgling with the sweet-meat seller, managed to strike a bargain which ended in a lump of the savoury mess being placed in their hands, while a few pice went into the pocket of the merchant. Many of these native Christians had children with them, and not once or twice had the priest to take his chance of being heard in company with a squaller of a year or two old. About eight o'clock the figure of Christ was unveiled. Then the excitement was intense, and the people's feelings found vent in something like a loud moan. They seemed to look upon the daubs of red as real blood oozing over the heads of the nails or from under the crown of thorns; and to regard the screwed up features as signs of real agony. Artistically, the imitation of the Saviour was not worth much; but in the unveiling of it and the taking of it down, considerable dramatic skill was shown by the chief performers.

About a quarter of a mile from St. Andrew's Chapel a scene was being enacted in the convent quite as extraordinary as the one we have endeavoured to describe. Here there was another imitation of the Saviour bleeding upon the cross. The room in which it was hung was long and broad, and on entering it the first thing that struck one's senses was a mixture of several things—of very loud music, intense heat, and a disagreeable smell like fish and perspiration blended. And no wonder The place was crowded—even the

windows and doorways were surrounded with sight-seers or worshippers. The central part between the rows of pillars was filled for the most part with nuns, dressed in long white robes, who knelt at benches and gazed steadily at the representation of the Saviour. Behind the nuns there was a large number of Portuguese, with here and there a European face. In what might be called the aisles the ground was covered with native Christians, also in white, who knelt or squatted upon the ground as they were induced by circumstances. Some had babies lying in front of them, and the mothers had a hard time of it between their desire to be devotional and their duty to the little pieces of brown humanity who kicked their legs in the air or insisted upon giving their sentiments upon things in general. At the back part of the right aisle a priest sat at a harmonium, and around him, and hanging over the balustrade of the flight of stairs behind him, he had his choir—all Portuguese lads with strong lungs and some little musical training. On the steps of the altar at the top of this aisle, a number of Hindoo boys, with their little top-knots of hair laid bare, because they had taken off their puggarees, sat cross-legged and half-naked, seeming to enjoy the sight. The place at the top of the nave was the point to which all eyes were turned. There hung a figure of Christ. A crown of thorns sat above a drooping chalky face with red marks on it, and the body was naked, with the exception that a rag was tied round the loins. On the outstretched arms of wax there were spots of red, as also upon the palms, which were pierced by nails; on the body there were some more red marks; and on the feet, which were also nail-pierced, there were what appeared to be little clots of gore. On the image's right-hand side stood a figure of the Virgin, which was draped in blue cloth; it had a gilt nimbus on its head, while its hands were clasped in front. The choir sung masses almost continuously, and beyond listening to these, the devotees seemed to have nothing to do but work themselves into a state of ecstasy by gazing at the painful figure on the cross. At eight o'clock, two priests, wearing cowls, walked up the centre of the nave, rattled something, and went out again. Shortly afterwards they returned with a company of priests who carried among them two ladders and a bier, and were preceded by little dark boys, with wings to their backs, who were probably designed to represent cherubims. This company walked slowly, very slowly, and a pin could have been heard falling in the room. They stopped at the foot of the cross, and the choir sang out loudly for ten or twelve minutes. The ladders were placed slowly against the arms of the cross, and the choir sang again. Two priests crept up the ladders, and the choir once more performed. The priests slowly removed the crown of thorns, and slowly they pro-

duced a white cloth, which they hung over the figure's face. Blood was cleverly made to appear to stain the cloth, and the congregation were thrilled, while all the time the choir continued singing their melancholy mass. Then the priests slowly unrolled bandages, and took about a quarter of an hour before they seemed convinced that the wax arms were securely bound up. More cloths were produced, and finally the whole figure was bandaged after what appeared to be an hour's careful manipulation. Then the image was lowered from the cross, very cautiously and slowly, and placed in the bier. After a little while the bier was placed upon the shoulders of priests, and the body was borne slowly out of church, while the choir sang and the congregation were intensely moved. Outside the convent red and blue lights were fired off, a procession was formed, and the body was carried through the villages, many of the native Christians pressing forward to touch the red-stained winding sheet. The boys with the wings on their backs walked beside the bier—poor little fellows, sometimes they did not appear as if representing angels was their *forte*—and a number of priests, nuns, and thousands of people also accompanied the image of the body until it was taken back to the convent. We heard the remark made by a gentleman that probably the ancestors of all the female native Christians were idolators, if they had not been so themselves, and that such scenes as we had just witnessed seemed to be designed as a compromise for any pleasure they may have lost in the worship of idols after the Hindoo manner of worship. We cannot say whether the remark was just.

There are several other festivals to be witnessed in Bombay, but those we have described are the chief ones. The Holey festival, which used to be known as the time when men swung themselves in the air upon hooks in their flesh, is now only a coarse saturnalia, in which the Hindoos throw red paint on each other, and use the utmost freedom with women. The notorious ex-Gaekwar of Baroda was a great admirer of the Holey, and his subjects still remember how, upon one occasion, he collected a number of prostitutes and fired red powder at them from small cannon mounted on elephants. One of the women was killed, but fortunately, such barbarous licentiousness is of rare occurrence. The Dusserah festival, which is generally held in October, is forced upon the attention of the

stranger principally by the fact that most of the horses he meets are adorned with flowers and bedaubed with red paint. Owners of horses have them led to their doors on this day by their servants, and they are expected to "tip" the latter. In some cases, the gardener, or whoever it is that looks after the cows and poultry, leads his charges up in the same way, all adorned with flowers, and expects his bucksheesh; and though he seldom succeeds in getting a present on behalf of the ludicrous-looking cocks and hens, he generally gets something for the sake of the cow. The festival in connection with Gunputtee, the elephant-headed god, is chiefly of a private description, and is outwardly remarkable for little else than the sale of stucco images of that deity, elaborately painted. The festivals of the Parsees are chiefly private; the most conspicuous is their new year's day, when every man who can afford it, appears in a new pair of coloured silk trousers.

## VII.—EXCURSIONS FROM BOMBAY.

No visitor will leave Bombay without taking a trip across the

harbour to the island of Elephanta or  
 The Caves of Elephanta. Gharipuri ("city of caves"), to see

the celebrated caves hewn out of the solid rock. Steam launches can now be hired at the Apollo Bunder, and they make the run over to Elephanta in about an hour. It is pleasant enough to make the voyage in a sailing boat with a fair wind; but when the wind fails and the tide is unfavourable, a row back to Bombay sometimes takes many hours, and is a very tedious affair. A small steamer can run alongside the pier which has been built at the landing-place, so that the old mode of going ashore, when men were carried through the shallow water for a couple of hundred yards on the backs, and ladies in chairs supported on the shoulders, of sure-footed coolies, is now superseded. A statue of an elephant, cut in black stone, used to stand near the old landing-place on the south side of the island, and gave the island its modern name; and near the elephant, 200 years ago, was the statue of a horse. Both these figures are described by old travellers to have been admirable specimens of the statuary's skill; but nothing is left of either of them but a shapeless lump of rock into which the elephant had crumbled away, and which now lies in the Victoria Gardens,



Bombay. After a good climb up some flights of stone steps cut in the face of the hill, the visitor reaches a flat piece of ground in front of the entrance to the caves, from which a good view of the harbour can be obtained. Through the entrance hall or portico, composed of a double row of pillars carved out of the rock, and supporting an enormous squared mass of rock, he passes at once into the principal temple, which is "in the form of a cross, and exceedingly resembles the plan of an ancient basilica" (*Heber*); and as his eye grows accustomed to the gloom, he perceives the vast dimensions and magnificent design of this wonderful structure. "He beholds four rows of massive columns cut out of the solid rock, uniform in their order, and placed at regular distances, so as to form three grand avenues from the principal entrance to the colossal idol, which terminates the middle vista; the general effect being heightened by the blueness of the light, or rather gloom, peculiar to the situation. The columns at Elephanta"—which are also parts of the rock left standing by the architect—"are of a singular shape, and in all respects differ from the beautiful orders of ancient Greece; the shafts are massive in proportion to the height; the large capitals, swelling over the ornaments, give the appearance of pressure by the superincumbent mountain; a form appropriate to their function in this wonderful work" (*Forbes*.) This great temple is 120 feet long, and the same in breadth, without including the measurement of the chapels opening out of it on either side and the adjacent chambers. Of very many of the pillars, nothing is left but the capitals and part of the shafts, which "remain suspended from the top like huge stalactites," the bases having been undermined by the water which penetrates the cave during the rainy season, and which quickly decomposes the rock. The principal idol, too, and most of the other sculptured figures with which the walls of the temple are adorned, are in a very dilapidated condition. The figures are in bas-relief, so prominent that they are joined to the rock only by the back; and they are from ten to fourteen feet high, while the grand three-faced bust of the deity at the extremity of the chapel measures nineteen feet in height. It is generally

admitted now that the old theory which accepted this idol as a representation of the Trimurti or Hindoo Trinity, Brahma, Vishnoo, and Siva, is erroneous. Heber pointed out fifty years ago that the temple was really dedicated to the worship of Siva alone, or Mahadeva, the popular deity of the Mahrattas, who is sometimes represented with three faces, and this opinion has been confirmed by more recent researches. "The style or ornament, and proportions of the pillars, the dress of the figures, and all the other circumstances of the place, are such as may be seen at this day in every temple of Central India, and among all those Indian nations where the fashions of the Mussulmans have made but slight progress" (*Heber*). The statue of a woman with but a single breast, the "Amazon," as Niebuhr calls her, is also now identified as the goddess Doorga or Parvatee, the wife of Siva. On the right side of the temple is a chapel, twenty-two feet square, advanced into the body of the cave; and in this room is the *linga*, the emblem of the reproductive power of nature, which is always associated with the worship of Siva. This *linga* is generally marked with fresh paint, as is the *yoni* near it, and flowers are offered by native pilgrims. The caves, however, are not held in much reverence by the natives generally. The Mahrattas neglected Elephanta altogether, after they re-took it from the Portuguese in 1737, and never treated it as a place of sanctity. Indeed, the modern Hindoo religion seems to have completely lost that element of sublime mystery and awful grandeur which must have inspired the men who designed and executed such a temple as that of Elephanta. There is nothing awe-inspiring in Hindooism now; all is grotesque, filthy, and contemptible, and the worshippers have forgotten all about the mighty gods whom their forefathers adored. Yet the antiquity of the Elephanta Caves is not very great. Their origin is not supposed to date further back than the 10th century; though nothing accurate is known about their history, the inscribed stone which was placed at the entrance with a legend describing when and by whom the caves were excavated having, it is said, been carried off to Lisbon by the Portuguese. We heard by

accident lately of an inscribed stone from India existing at Cintra in Portugal; and it might be worth while to ascertain if this is the Elephanta stone. Full accounts of the caves have lately been published in Bombay by Dr. Wilson and Mr. Burgess. On the occasion of the visit of the Prince of Wales, the Governor of Bombay gave a dinner to His Royal Highness and a numerous company in the principal cave, which was brilliantly illuminated; and, after dinner, the features of the principal groups of statuary were shown to the Prince in the glare of blue-lights. The effect was, in point of art, a failure, as the caves looked more vulgar and common-place than usual.

Beyond Elephanta to the north extends what may be called the inner harbour of Bombay, a secure and sheltered roadstead with deep enough water for the largest ships of war. At the back of the roadstead is Hog Island, and the idea finds favour of transferring to this side the comparatively useless Dockyard establishment of Bombay, and using the valuable ground of the Dockyard for other purposes. If the hydraulic lift erected here is to be used, it certainly ought not to be kept separated by six miles of water from the establishment required for repairing ships.

The object of the large machine which has been erected on Hog Island was to raise vessels thereon—  
**The Hydraulic Lift Dock at Hog Island.** and especially the Indian troop ships —for making repairs. The lift is constructed to raise 25,000 tons; it was brought out from England and erected where it now stands, by the contractors, Messrs. Emerson and Company. On the 16th September 1872 arrangements were made for opening the lift and for raising the ironclad ship *Magdala* on the occasion, but at the last moment the responsible members of Government shirked the risk unless the contractors would guarantee that the *Magdala* should sustain no damage. This the contractors refused to do, but the strength of the lift was tested by sinking the gigantic pontoon some 32 feet, and then raising it easily, though it contained three or four times the weight of the *Magdala*. It was evident that the *Magdala* could have been raised with the greatest

ease. The lift, however, has been useless, chiefly because of its distance from the Dockyard and the anchorage of the ships in the harbour. The cost of the lift was £350,000 ; and in the year 1872 it was made over to the Government of Bombay, and Lieut. Brebner was placed in charge of it—an office he still retains.

One of the pleasantest excursions that can be made from

**Vehar Lake.**

Bombay is to the Vehar Lake, in the  
Island of Salsette, about fifteen miles

from Bombay. Picnic parties can hire omnibuses or waggonettes for the trip. The lake is an artificial reservoir, formed to provide the town of Bombay, which used to be wholly dependent for its drinking water on the wells in the island, with a constant and ample supply of pure water. In 1853 it was fortunately determined by the Board of Conservancy of Bombay to adopt a proposal made by Lieutenant-Colonel Crawford, R. E., and Lieutenant (now Colonel) De Lisle, R. E., to dam up the valley of the Gopur River—which ran into the Sion creek, and two centuries ago sometimes overflowed the northern part of the island of Bombay—near the sources of the river amongst the hills of Salsette. This project was carried into execution by Mr. Conybeare, C. E., and the dams were completed and the delivery of water into the town commenced in 1860. The lake covers an area of about 1,400 acres, and has a gathering ground, exclusive of the area of the water surface, of about 2,550 acres. It is formed by three dams, two of which were rendered necessary to prevent the water escaping over ridges on the margin of the basin, which were lower in level than the top of the main dam. The quantity of water supplied yearly by the reservoir is about 8,000,000 gallons a day, or between twelve and thirteen gallons a head for the population of Bombay. It is forbidden to carry on any trade, manufacture, or agriculture within the watershed of the lake, and the wildness of the surrounding country keeps the water free from risk of any contamination from outside. For many years the water was praised as “exceedingly pure,” but of late years it has deteriorated through the growth of vegetation within the lake.

There are at present no means either of emptying the reservoir and cleaning it out, or of filtering the water, but the Municipality has various schemes under consideration for improving the quality of the water supply. The cost of construction of the Vihar Reservoir and laying down the pipes to bring the water into the town amounted to £373,650. In 1872, some alarm having been felt as to the sufficiency of the quantity of water drawn from the gathering ground of Vihar, the Toolsee Lake, adjoining it, was formed at a cost of £40,000, and the water thus impounded kept available to be thrown into Vihar. A new project has been this year (1875) sanctioned by the Municipality, for bringing an independent main from Toolsee to the top of Malabar Hill at a cost of £400,000. This alternative source of supply will give six gallons a head additional each day for the whole population, besides providing water for the higher parts of Bombay, which cannot be reached by the main from Vihar.

The Kennery Caves are excavated in one of the highest hills of

#### The Kennery Caves.

Salsette, between Vihar and Tanna, and it is possible to visit both the lake and the caves in one day, though the road to the latter is not practicable for horses further than the base of the hill, and there is a good deal of scrambling to be done in getting up the ascent. The caves are undoubtedly much more ancient, besides forming a work of far greater magnitude than those of Elephanta, which Heber speaks of as "a mere trifle in point of extent, when compared with the great salt-mine at Norwich." The whole hill is here excavated into a city of caves, some of which penetrate so deeply into the interior of the mountain that they have never been thoroughly explored. There is a tradition that an underground passage leads from the caves to Damaun, and a courageous Portuguese explorer, trying to test the truth of this story, entered the cavern and groped his way along, holding on to a rope of which his companions held the other end, for seven hours, till the rope and his heart failed him, and he came back again. Heber's description of the cave temples of

Kennery is at once accurate and agreeably written. He says:—  
“These are, certainly, in every way remarkable from their number, their beautiful situation, their elaborate carving, and their marked connexion with Buddha and his religion. The caves are scattered over two sides of a high rocky hill, at many different elevations, and of various sizes and forms. Most of them appear to have been places of habitation for monks and hermits. One very beautiful apartment of a square form, its walls covered with sculpture, and surrounded internally by a broad stone bench, is called ‘the durbar,’ but I should rather guess had been a school. Many have deep and well-carved cisterns attached to them, which, even in this dry season, were well supplied with water. The largest and most remarkable of all is a Buddhist temple, of great beauty and majesty, and which even in its present state would make a very stately and convenient place of Christian worship. It is entered through a fine and lofty portico, having on its front, but a little to the left-hand, a high detached octagonal pillar, surmounted by three lions seated back to back. On the east side of the portico is a colossal statue of Buddha, with his hands raised in the attitude of benediction, and the screen which separates the vestibule from the temple is covered, immediately above the dodo, with a row of male and female figures, nearly naked, but not indecent, and carved with considerable spirit, which apparently represent dancers. In the centre is a large door, and, above it, three windows contained in a semicircular arch, so like those which are seen over the entrance of Italian churches, that I fully suppose them to be an addition to the original plan by the Portuguese, who are said, I know not on what ground, to have used this cave as a church, till I found a similar and still more striking window of the same kind in the great cave of Carlee. Within, the apartment is, I should conceive, fifty feet long by twenty, an oblong square terminated by a semicircle, and surrounded on every side, but that of the entrance, with a colonnade of octagonal pillars. Of these the twelve on each side nearest the entrance are ornamented with carved bases and capitals, in the style usual in Indian temples.

The rest are unfinished. In the centre of the semicircle, and with a free walk all round it, is a mass of rock left solid, but carved externally like a dome, and so as to bear a strong general likeness to our Saviour's sepulchre, as it is now chiselled away and enclosed in St. Helena's Church at Jerusalem. On the top of the dome is a sort of spreading ornament like the capital of a column. It is, apparently, intended to support something, and I was afterwards told at Carlee, where such an ornament, but of greater size, is also found, that a large gilt umbrella used to spring from it. This solid dome appears to be the usual symbol of Buddhist adoration, and, with its umbrella ornament, may be traced in the Shoo-madoo of Pegu, and other more remote structures of the same faith. Though it is different in its form and style of ornament from the lingam, I cannot help thinking it has been originally intended to represent the same popular object of that almost universal idolatry which Scripture, with good reason, describes as 'uncleanness and abomination. The ceiling of this cave is arched semicircularly, and ornamented, in a very singular manner, with slender ribs of teak wood of the same curve with the roof, and disposed of as if they were supporting it, which, however, it does not require, nor are they strong enough to answer the purpose. Their use may have been to hang lamps or flowers from in solemn rejoicings. My companions in this visit, who showed themselves a little jealous of the antiquity of these remains, and of my inclination to detract from it, would have had me suppose that these two were additions by the Portuguese. But there are similar ribs at Carlee where the Portuguese never were. They cannot be very old, and though they certainly may have been added or renewed since the building was first constructed, they must, at all events, refer to a time when it and the forms of its worship were held in honour. The question will remain, how late or how early the Buddhists ceased to be rich and powerful in Western India? or when, if ever, the followers of the Brahminical creed were likely to pay honour to Buddhist symbols of the Deity? The latter question is at variance with all usual opinions

as to the difference between these sects and the animosity which has ever prevailed betwixt them. But I have been very forcibly struck by the apparent identity of the Buddhist chattah and the Brahminical lingam. The very name of the great temple of Ava, 'Shoo Madoo,' 'Golden Maha-Deo,' seems to imply a greater approximation than is generally supposed, and above all, a few weeks afterwards, I found the cave of Carlee in the keeping of Brahmins, and honoured by them as a temple of Maha-Deo."

Heber notices with surprise the uncultivated state and scanty population of Salsette fifty years ago, when the island had only 50,000 inhabitants, chiefly poor fishermen. The neighbourhood of Bombay has since caused a great change. The population has been doubled, being now 93,000 or 570 to the square mile, and no land that will bear crops of any kind is allowed to lie waste.

Many trips may be made on the water to points on the coast near  
 Bassein.  Bombay; but none to equal in beauty  
 the sail round by Tanna to Bassein.

A moon-light night should be chosen for the excursion. Bassein is not worth seeing for itself, except that the utter desolation of what was once a flourishing Christian city is impressive.<sup>1</sup> Some of the ruined churches must have been of great size, but "in a paltry style enough, of Grecian mixed with Gothic." Is "Venetian-Gothic" a similar style? There is one tomb dated 1606. It is the scenery on the way to Bassein that makes the pleasure of the trip, the sea winding in and out amongst numerous and lofty islands for many miles. There is, indeed, no lake and river scenery in the world to beat the choicer bits about Bombay. To vary the journey, the excursionist may return to Bombay from Bassein by railway.

The most comfortable way of visiting these famous Buddhist caves  
 from Bombay is to proceed by the  
 Carlee Caves.  forenoon mail train, which generally  
leaves about 9 o'clock (for hour of departures see G. I. P. time-

<sup>1</sup> For account of the siege and destruction of Bassein, see page 23. Messrs. Thacker, Vining & Co. have recently published a very learned and elaborate work by Dr. Da Cunha on the History and Antiquities of Chaul and Bassein.



tables) to Lanowlee on the top of the Bore Ghat. The journey up the Ghat forms in itself a very interesting part of the excursion. On passing Khandalla, leave a civil note for the station-master, asking him to send up a pony to Lanowlee by 5 o'clock next morning. Dine and pass the night at Lanowlee waiting-room. At daybreak ride up the Poona road for about three miles, and turn off to the left at a path to which the ghorawalla or a guide should previously have been sent to show the way to the Karla or Karlee Hill, about a mile off the road. The traveller can then return to Lanowlee or Khandalla, and breakfast and return to Bombay by a train leaving about noon. The cave is the largest, as well as the most complete, hitherto discovered in India, and was excavated at a time when the style was in its greatest purity (*Fergusson's Hand-Book of Architecture*). It is supposed to be about the era of Salivahana, or A.D. 78. It is hewn in the face of a precipice, about two-thirds up the side of a hill, which rises 800 feet above the plain, and is approached by a narrow path among trees and brushwood. An insignificant temple of Siva serves as a sort of gateway. The entrance portico (following Fergusson's and Heber's descriptions) is 52 feet wide, and rests on four columns, two of which are set in the walls. In front of it, on one side, stands a *lion pillar*, so called from having four lions fixed back to back in its capital; the site of the fellow pillar, on the other side, appears to be occupied by a small temple. The doorway under the portico is through a screen, above which rises a rather imposing arch. The inside of the screen is carved with naked male and female figures, larger than life. Three colossal elephants are also seen in relief, their heads looking outwards, and boldly projecting from the wall. The temple is something like an oblong church, with a nave and side aisles. It is 126 feet long by  $45\frac{1}{2}$  feet broad, and has a circular apse behind the shrine. The roof is circular, resting on 41 pillars, each of those in the aisles having a "tall base, an octagonal shaft, and richly moulded capital, on which kneel two elephants, each bearing two figures, generally a man and a woman, but sometimes two females, all much better execut-

ed than such ornaments usually are.”—(*Fergusson*.) The pillars behind the shrine are plain. This shrine is a dome on a circular drum, surmounted by the remains of a wooden chattar or umbrella. The only light which is admitted within the building falls on this object, with great effect. Some of the wooden ribs used in constructing the roof are still left. The interior is spacious and in good repair. Besides the principal temple there are many smaller apartments or cells, evidently intended for the lodging of priests or hermits, some ornamented with great beauty. Altogether, it would, says Heber, form a very noble temple for any religion.

We quote the following account of Mahableshwur and Matheran, and the routes thereto, from the *Indian Traveller's Guide*, published at the *Bombay Gazette Office* :—

G. I. P. Railway to Poona, 119 miles (Rs. 14-4). Thence by phaeton or pony to Mahableshwur.

#### **Mahableshwur.**

Mahableshwur is the fashionable retreat for the residents of Bombay in the “ hot weather,” the oppressive period before the advent of the south-west monsoon cools the atmosphere. It is also much frequented in the hot month of October, and is habitable and inhabited in all but the south-west monsoon months. From Bombay the visitor proceeds to Poona by rail, and then proceeds by an excellent road. The road goes *via* the Katraj Ghat and tunnel to Sherwal, thence to the Kamatki Ghat; after passing which a few miles the route leaves the Sattara road at Soorool, and branches off to Wai, on the Krishna river; from thence it ascends the Passerne Ghat to Panchgunny, a small hill station, or rather colony, which is 10 miles from Mahableshwur. The whole distance by this route is about 74 miles from Poona to Mahableshwur. The road by the Katraj and Kamatki Ghats is a most excellent one, and the road from Soorool by the Passerne Ghat is also in very good order. There are travellers' bungalows at Sherwal, Wai, and Panchgunny, and an enterprising messman has put up a temporary building midway at Soorool, where the road branches off. Carriages can be driven

up the Passerne Ghat, but as it is somewhat long, it is advisable to employ ten or a dozen coolies to assist the horses, or to hire bullocks at Wai. Before these new roads were opened, it was the fashion to travel almost wholly by palkee, but this very expensive mode of transit is now rendered unnecessary to a very great extent, and many visitors to the hills now drive the whole way in their own conveyances. We may mention that the municipality of Mahableshwur levy a tax on horses and carriages from visitors. Phaetons and tongas may be hired in Poona. Palkees from Wai or Sherwal may be had by a requisition on the Station Dâk Manager at Mahableshwur by giving a few days' notice. The rates are—

	Rs.	As.
From Sherwal - - - - -	37	12
„ Wai - - - - -	18	14
„ Panchgunny - - - - -	10	12

Saddle tattoos are also procurable from the same source, the rates being respectively Rs. 18, Rs. 7, and Rs. 3. A tonga costs Rs. 26, inclusive of tolls, from Poona to Mahableshwur. There is now a small hotel open at Mahableshwur, and a travellers' bungalow containing four rooms, and a resident messman, whose charges are very moderate and viands good. The Sanitarium, which stands at an elevation of 4,500 feet above the sea, the highest summit being 4,700 feet, is open for sick officers, and, if not filled by them (which is usually the case), is available for other officers who do not care to take a house to themselves. There are also two detached bungalows, which are let to married subalterns or others at less than half the usual house-rent demanded for houses of their size and situation. Living is very moderate on the hills. The mutton is, like the Exmoor or Dartmoor mutton, celebrated for its goodness: it is sold at the rate of from 4 lbs. to 6 lbs. the rupee, and beef at 8 lbs. per rupee. The Mahableshwur potatoes are the best grown in India, and are sold at Rs. 1-8 or Rs. 2 per maund. Other vegetables are easily procurable. Strawberries are in great plenty in the hot season, and are sold at the rate of 16 or 20 dozens per rupee. Visitors from Poona and other stations within a reasonable distance are advised to take with them their buffaloes or cows, if they possess any, as good milk is somewhat dear and difficult to procure.

On the 29th March 1875, regular steam communication under arrangements with Government was opened between Bombay and Dasgaum, 5 miles below Mhar, on the Savitri river, and 35 miles only from Mahableshwur by the old route.

The new ghat from Mahableshwur to Poladpore on the same route, has been opened for palkees and tattoos, and for tongas.

By this new ghat road, which is throughout of a very easy gradient, cart communication has been opened for the first time in a direct line from Sattara, by Mahableshwur, to the coast.

Leaving Poladpore, the line goes by the old Kineshwur road, about  $5\frac{1}{2}$  miles, and then branches to the left, ascending gradually round the western and northern shoulders of Pertabghur to the pretty station of Warra, on the first plateau below the hills. Thence the road winds round the valleys between Sydney and Bombay Points, and passing right under Bombay Point, ascends easily again from the east of it into the Bombay Point Road by the "Terraces" (Mr. Geo. Taylor's house).

The distances and stages are as follow :—

Dasgaum to Poladpore	-	-	-	-	-	-	18 miles.
Poladpore to Warra	-	-	-	-	-	-	16 "
Warra to Mahableshwur	-	-	-	-	-	-	12 "

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Total.. 46 miles.

Those who choose to ride up the old ghat from Kineshwur, or travel up the old ghats, will save 10 to 11 miles, but will find the old ghat at Ruttunda in a very bad state, as it is now abandoned. The Parr Travellers' Bungalow has also been closed. There is an excellent dhurmsalla at Dasgaum within three minutes' walk of the steamer anchorage. Extra and roomy accommodation of a temporary character is being erected by the Collector, adjoining the dhurmsalla. There will be all the usual travellers' furniture and accommodation, and a good messman and cook. At Poladpore there is an excellent travellers' bungalow with furniture, messman, &c. At Warra there is a very pretty and newly-built travellers' bungalow with every convenience. During this season the steamer will leave Bombay early in the morning, and touching off Alibagh, Rewdunda, Imgeem, and Shreeverdhun, will run up the Savitri river from Bancote to Dasgaum by 7 P.M. A more picturesque and enjoyable steam trip can hardly be imagined. The same steamer will leave at daylight on the following morning,

returning to Bombay the same evening by the same route. The road on either side of Poladpore is in indifferent order, though regularly used by carts, and quite passable for tongas. (The route is stopped for the monsoon from June to August.)

By G. I. P. Railway to Narel, 53 miles, Rs. 5. Thence to Matheran by palkee or pony. It is a hill sanitarium, 2,460 feet above the level of the sea, within four hours of Bombay by rail. Visitors should take tickets to Narel Station on the G. I. P. Railway, at which there are generally a number of ponies waiting to carry people up the hill. To make sure of having a pony, palkee, or tonjon, to take one up the hill, it is only necessary to write to the office of the Superintendent asking that one be sent to meet one on arrival at the railway station. The following is the established scale of charges for palkees, ponies, and coolies :—For a palkee or tonjon with 12 bearers, between Narel and Matheran, including toll, and return trip of empty palkee, Rs. 8. At night the charge for the same is Rs. 8-6. Palkees or tonjons with 6 bearers, for day of 8 hours on the hill, Rs. 3. Palkee with 6 bearers, for half day on the hill, Rs. 1-12. Palkee with 6 bearers, for two hours on the hill, Rs. 1-8; for one hour or any less period Re. 1. Four annas extra for each hour after 8 p. m. Pony between Narel and Matheran Rs. 2. Pony between Narel and Matheran, with side saddle, Rs. 2. Pony between Narel and Matheran, for bona-fide servant, Rs. 1-4. Pony for the day on the hill, Rs. 2. Pony for morning or evening ride, Re. 1. Coolie between Narel and Matheran, or for the day on the hill, 5 annas. If palkees be wanted on the hill, application should be made to the Superintendent's office; for ponies no application is necessary; wheeled carriages are not allowed on the hill. At the top of the ghat there is a toll levied under Act VIII. of 1851. The charge for a horse is 1 anna; for a pony is half anna per trip. There are four hotels—"the Chowk Hotel," "the Alexandra," "the Clarendon," and "Hope Hall Hotel." The charges are Rs. 6, Rs. 5, and Rs. 4 per diem, without wines or liquors. The Alexandra Hotel has recently been greatly enlarged, and the railway station at Narel has

now been provided with a number of bath and dressing rooms—those for ladies being on one side of the ticket-office, and those for gentlemen on the other. Refreshments can also be had at the station. Houses are generally let by the season—i.e., from 1st March to 15th June, and from 1st October to 31st December. They are furnished, after a fashion, and, with a few additions, may be made tolerably comfortable. They are rented direct from the owners or their agents. On this account it is advisable that all who contemplate a lengthened stay, should take their own horses or ponies, for though the latter are to be hired, the supply is not always equal to the demand. At the same time, for the casual visitor, they are a most useful institution. Residents should, as soon as possible after arrival, send their names and addresses to the Superintendent's office, for very frequently boxes of ice, fruits, &c., with defaced labels, are taken there to be identified. They should also instruct their butlers to apply at the office for detailed information as to bheesties and sweepers, bazaar prices, &c. They should also direct them to make arrangements for having all *drinking* water brought from springs, and not from the tanks. It is hardly necessary to urge the advantage of a good filter. In houses where there are children, it is advisable that goats and cows should be brought up. All the necessaries of life are obtainable in the bazaar, and the gardens furnished a fair supply of very excellent vegetables. There are no shops on the hill to meet the extra wants of Europeans, though this is, in a great measure, obviated by the facility with which stores are procured by rail, either from Bombay or Poona. There is a weekly market-day, when native servants and others lay in their supplies, and grain for horses, &c., should then be purchased. The chief charm of Matheran is in its lovely scenery; and to the Bombay visitant, it is indeed a change. For the noisome crowded streets, he gets wooded lanes, where the very air is scented by wild flowers; for the foul and sweltering air of offices, he gets a pure and buoyant atmosphere; for the unvarying lines of squalid houses and stucco shams, he looks out upon the lights and shadows falling and lying upon a broad expanse of grateful foliage;

and for the noise and turmoil of the city, he gets a quiet, unbroken save by the songs of birds and the call of countless spur fowl. If his time is limited, he should go, in the morning, to Garbut Point, where there are fine views of the ghats and their tumbled fore-ground. In the afternoon he should go to Panorama Point ; and from this vantage-ground he will look down upon Bombay, with its broken coast line, upon Malabar Hill, by Mazagon, and Mahim, upon the harbour with its shipping, and upon the many islands—in a word, he will look down upon a scene rarely surpassed and seldom equalled. Should he be able to afford the time, he will perhaps derive greater pleasure in finding out the views for himself, and with the help of his guide map, to be obtained at the Superintendent's office, there will be no difficulty in doing so. From each and all of the points these are singularly lovely, nor are the roads less pretty and picturesque that lead to them. The other points are Hart, Porcupine, Louisa, Echo, Landscape, Bottle, Monkey, Great and Little Chowk, and Alexandra Point. On the east side of the hill, between Alexandra and Little Chowk Point is a fine grove, where the most magnificent trees are to be seen with gigantic creepers festooning them. It is known as Amrai or Raubagh.

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## PROPOSED MOVEMENT

YOKOHAMA to HONG-KONG.				SHANGHAI to BOMBA				
No. of Voy	Leave	Arrive at	No. of Voy	Leave	Arrive at	Leave	Singa-pore	Per-
	Yoko-hama	Hong-Kong		Shan-ghai	Hong-Kong	Hong-Kong		
	Tues. day-light. 1876	Tues. 1876		Fri. 11 A.M. 1876	Tues. 1876	Thurs. 1876	Wed. 1876	S: 9
2	12 Dec	19 Dec	54	15 Dec	19 Dec	21 Dec	27 Dec	6 h. 18 2
4	27 Dec	2 Jan	56	29 Dec	2 Jan	4 Jan	10 Jan	30 9
	Tues. 1877	...		1877	...	...	...	18
6	9 Jan	16 Jan	58	12 Jan	16 Jan	18 Jan	24 Jan	13 6
	...	...		...	...	...	...	23
	...	30 Jan	60	26 Jan	30 Jan	1 Feb	7 Feb	27 2
	...	...		...	...	...	...	9
	...	13 Feb	62	9 Feb	13 Feb	15 Feb	21 Feb	16
	...	...		...	...	...	...	23
	...	27 Feb	64	23 Feb	27 Feb	1 Mar	7 Mar	10 30
	...	...		...	...	...	...	24 6
	...	13 Mar	66	9 Mar	13 Mar	15 Mar	21 Mar	13
	...	...		...	...	...	...	20
	...	27 Mar	68	23 Mar	27 Mar	29 Mar	4 Apr	10 27
	...	...		...	...	...	...	24 4
	...	10 Apr	70	6 Apr	10 Apr	12 Apr	18 Apr	7 11
	...	...		...	...	...	...	25
	...	Thurs. 19 Apr	*72	Sun. 15 Apr	Thurs. 19 Apr	Sat. 21 Apr	Sat. 28 Apr	21 1
	...	...		...	...	...	...	8
	...	3 May	*74	29 Apr	3 May	5 May	12 May	1 15
	...	...		...	...	...	...	15 22
	...	17 May	*76	13 May	17 May	19 May	26 May	29 29
	...	...		...	...	...	...	6
	...	31 May	*78	27 May	31 May	2 June	9 June	12 13
	...	...		...	...	...	...	20
	...	14 June	*80	10 June	14 June	16 June	23 June	26 27
	...	...		...	...	...	...	3
	...	28 June	*82	24 June	28 June	30 June	7 July	10 17
	...	...		...	...	...	...	24
	...	2 July	*84	8 July	12 July	14 July	21 July	24 31
	...	...		...	...	...	...	7
	...	July	*86	22 July	26 July	28 July	4 Aug	7 14
	...	...		...	...	...	...	21
	...	Aug	*88	5 Aug	9 Aug	11 Aug	18 Aug	21 28
	...	...		...	...	...	...	1



are Year ending DECEMBER 1877.

RIA and BRINDISI to VENICE.					PORT SAID to SOUTHAMPTON.				
Leave	Arrive at	Leave		Arrive at	No. of Voy	Leave	Arrive at		
Hat	Mails arrive at London	Brindisi	Ancona	Venice		Port Said	Malta	Gibraltar	Southampton
Mon. 2 A.M.	Sat.	Sun.	Mon.	Tues.	Fri.	Wed.	Mon. 1 P.M.		
Jan 22 Jan	20 Jan	21 Jan	22 Jan	392	16 Jan	12h. port	6 h. port	29 Jan	
Jan 29 Jan	27 Jan	28 Jan	29 Jan	394	23 Jan	26 Jan	31 Jan	5 Feb	
Feb 5 Feb	3 Feb	4 Feb	5 Feb	396	30 Jan	2 Feb	7 Feb	12 Feb	
Feb 12 Feb	10 Feb	11 Feb	12 Feb	398	6 Feb	9 Feb	14 Feb	19 Feb	
Feb 19 Feb	17 Feb	18 Feb	19 Feb	400	13 Feb	16 Feb	21 Feb	26 Feb	
Feb 26 Feb	24 Feb	25 Feb	26 Feb	402	20 Feb	23 Feb	28 Feb	5 Mar	
Mar 5 Mar	3 Mar	4 Mar	5 Mar	404	27 Feb	2 Mar	7 Mar	12 Mar	
Mar 12 Mar	10 Mar	11 Mar	12 Mar	406	6 Mar	9 Mar	14 Mar	19 Mar	
Mar 19 Mar	17 Mar	18 Mar	19 Mar	408	13 Mar	16 Mar	21 Mar	26 Mar	
Mar 26 Mar	24 Mar	25 Mar	26 Mar	410	20 Mar	23 Mar	28 Mar	2 Apr	
Mar 31 Mar	29 Mar	30 Mar	31 Mar	412	27 Mar	30 Mar	4 Apr	9 Apr	
Apr 7 Apr	5 Apr	6 Apr	7 Apr	414	3 Apr	6 Apr	11 Apr	16 Apr	
Apr 14 Apr	12 Apr	13 Apr	14 Apr	416	10 Apr	13 Apr	18 Apr	23 Apr	
Apr 21 Apr	19 Apr	20 Apr	21 Apr	418	17 Apr	20 Apr	25 Apr	30 Apr	
Apr 28 Apr	26 Apr	27 Apr	28 Apr	420	24 Apr	27 Apr	2 May	7 May	
May 5 May	3 May	4 May	5 May	422	1 May	4 May	9 May	14 May	
May 12 May	10 May	11 May	12 May	424	8 May	11 May	16 May	21 May	
May 19 May	17 May	18 May	19 May	426	15 May	18 May	23 May	28 May	
May 26 May	24 May	25 May	26 May	428	22 May	25 May	30 May	4 June	
June 2 June	31 May	1 June	2 June	430	29 May	1 June	6 June	11 June	
June 9 June	7 June	8 June	9 June	432	5 June	8 June	13 June	18 June	
June 16 June	14 June	15 June	16 June	434	12 June	15 June	20 June	25 June	
June 23 June	21 June	22 June	23 June	436	19 June	22 June	27 June	2 July	
July 1 July	29 June	30 June	1 July	438	26 June	29 June	4 July	9 July	
July 8 July	6 July	7 July	8 July	440	3 July	6 July	11 July	16 July	
July 15 July	13 July	14 July	15 July	442	10 July	13 July	18 July	23 July	
July 22 July	20 July	21 July	22 July	444	17 July	20 July	25 July	30 July	
July 29 July	27 July	28 July	29 July	446	24 July	27 July	1 Aug	6 Aug	
Aug 5 Aug	3 Aug	4 Aug	5 Aug	448	31 July	3 Aug	8 Aug	13 Aug	
Aug 12 Aug	10 Aug	11 Aug	12 Aug	450	7 Aug	10 Aug	15 Aug	20 Aug	
Aug 19 Aug	17 Aug	18 Aug	19 Aug	452	14 Aug	17 Aug	22 Aug	27 Aug	
Aug 26 Aug	24 Aug	25 Aug	26 Aug	454	21 Aug	24 Aug	29 Aug	3 Sept	
Sept 2 Sept	31 Aug	1 Sept	2 Sept	456	28 Aug	31 Aug	5 Sept	10 Sept	
Sept 9 Sept	7 Sept	8 Sept	9 Sept	458	4 Sept	7 Sept	12 Sept	17 Sept	
Sept 16 Sept	14 Sept	15 Sept	16 Sept	460	11 Sept	14 Sept	19 Sept	24 Sept	
Sept 23 Sept	21 Sept	22 Sept	23 Sept	462	18 Sept	21 Sept	26 Sept	1 Oct	
Sept 30 Sept	28 Sept	29 Sept	30 Sept	464	25 Sept	28 Sept	3 Oct	8 Oct	
Oct 7 Oct	5 Oct	6 Oct	7 Oct	466	2 Oct	5 Oct	10 Oct	15 Oct	
Oct 14 Oct	12 Oct	13 Oct	14 Oct	468	12 Oct	15 Oct	20 Oct	25 Oct	

# RAILWAYS.

## GREAT INDIAN PENINSULA RAILWAY.

OFFICES :—ELPHINSTONE CIRCLE.

HENRY P. LEMESURIER, C.S.I., Agent. S. Jackson, Locomotive Supt.  
 Wilson Bell, Chief Resident Engineer. A. King, Storekeeper.  
 G. A. Barnett, Auditor. S. D. Henry, Assistant Storekeeper.  
 W. Allingham, Assist. Auditor. H. I. P. Thomson, Secretary.  
 H. Conder, General Traffic Manager, W. Michael, Assistant Secretary.  
 Boree Bunder. Captain S. Babington, Supt. of Police.

Hearn and Cleveland, Solicitors, Hornby Row.

## DOWN TRAINS BETWEEN BOMBAY AND POONA.

Miles.	FARES FROM BOMBAY.			STATIONS.	Week-days and Sundays.			
	1st.	2nd.	3rd.		Mix.	Pass.	Mail.	Pass.
...	Rs. A. P.	Rs. A. P.	Rs. A. P.	Bombay B. Br. ... d	A. M. A. M. P. M. P. M.			
...	.....	.....	.....	Bombay Time ...	6 50 10 30 2 30 7 45			
1	0 1 6	0 0 9	0 0 6	Musjid ...	6 20 10 0 2 0 7 15			
2	0 5 0	0 2 0	0 1 0	Byculla ...	6 57 11 6 ... 7 52			
3	0 6 0	0 3 0	0 1 0	Chinchpoogly ...	7 7 11 16 2 41 8 2			
4	0 8 0	0 4 0	0 1 9	Parell Station ...	7 12 11 21 ... 8 7			
5	0 9 0	0 5 0	0 2 0	Dadur ...	7 17 ... 8 12			
8	0 12 0	0 6 0	0 2 9	Sion ...	7 23 11 28 ... 8 18			
9	0 15 0	0 8 0	0 3 6	Coorla ...	7 33 11 36 ... 8 28			
16	1 10 0	0 13 0	0 5 9	Bhandoop ...	7 39 11 41 ... 8 34			
20	2 0 0	1 0 0	0 7 0	Tanna ...	8 6 ... 9 0			
26	2 9 0	1 4 0	0 9 0	Deewa ...	Noon.			
33	3 3 0	1 10 0	0 11 0	Callian Junc. ...	8 21 12 8 3 17 9 16			
...	.....	.....	.....	Do. ...	8 42 ... 9 36			
42	3 15 0	2 0 0	0 14 0	Budlapoor ...	9 5 12 36 3 43 10 0			
53	5 1 0	2 9 0	1 2 0	Narel ...	9 15 12 42 3 48			
62	5 13 0	2 15 0	1 5 0	Kurjut* ...	P. M.			
...	.....	.....	.....	Do. ...	9 49 1 5 ...			
77	7 7 0	3 11 0	1 10 0	Khandalla ...	10 34 1 37 4 33			
79	7 8 0	3 12 0	1 11 0	Lanowlee* ...	11 3 1 56 4 50			
...	.....	.....	.....	Do. ...	11 15 2 4 4 55			
89	8 7 0	4 4 0	1 14 0	Kurkulla ...	P. M.			
98	9 3 0	4 10 0	2 1 0	Tulligaum ...	12 55 3 42 6 28			
109	10 4 0	5 2 0	2 4 0	Chinchwad ...	1 10 8 55 6 40			
115	10 14 0	5 7 0	2 7 0	Kirkee ...	2 5 4 5 6 59			
119	11 3 0	5 9 0	2 8 0	Poona ...	2 46 4 30 7 39			
					3 21 4 57 7 39			
					4 2 5 27 ...			
					4 28 5 49 8 20			
					4 40 6 0 8 30			

\* Refreshments.

## UP TRAINS BETWEEN POONA AND BOMBAY.

Miles.	FARES TO BOMBAY.									STATIONS.				Week-days and Sundays.			
	1st.			2nd.			3rd.							Pass.		Mix.	
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.					A.	M.	A.	M.
119	11	3	0	5	9	0	2	8	0	Poona	...	d	...	A. M.	A. M.	A. M.	P. M.
										Bombay Time	...	d	...	...	...	...	...
115	10	14	0	5	7	0	2	7	0	Kirkee	...	d	...	...	...	...	...
109	0	4	0	5	2	0	2	4	0	Chinchwad	...	d	...	...	...	...	...
98	9	3	0	4	10	0	2	1	0	Tulligaum	...	d	...	...	...	...	...
89	8	7	0	4	4	0	1	14	0	Kurkulla	...	d	...	...	...	...	...
79	7	8	0	3	12	0	1	11	0	Lanowlee	...	a	...	...	...	...	...
										Do.	...	d	...	P. M.	P. M.	P. M.	P. M.
77	7	7	0	3	11	0	1	10	0	Khandalla	...	d	...	...	...	...	...
62	5	13	0	2	15	0	1	5	0	Kurjut	...	a	...	...	...	...	...
										Do.	...	d	...	...	...	...	...
53	5	1	0	2	9	0	1	2	0	Narell	...	d	...	...	...	...	...
42	3	15	0	2	0	0	0	14	0	Budlappoor	...	d	...	...	...	...	...
33	3	3	0	1	10	0	0	11	0	Callian	...	a	...	...	...	...	...
										Do.	...	d	...	...	...	...	...
26	2	9	0	1	4	0	0	9	0	Deewa	...	d	5 30	...	...	...	...
20	2	0	0	1	0	0	0	7	0	Tanna	...	d	6 16	5 7	10 26	7 11	...
16	1	10	0	0	13	0	0	5	9	Bhandoop	...	d	6 28	5 22	...	...	...
9	0	15	0	0	8	0	0	3	6	Coorla	...	d	6 55	5 48	...	7 37	...
8	0	12	0	0	6	0	0	2	9	Sion	...	d	7 0	5 53	...	7 42	...
5	0	9	0	0	5	0	0	2	0	Dadur	...	d	7 11	6 4	...	7 50	...
4	0	8	0	0	4	0	0	1	9	Parell Station	...	d	7 16	6 10	...	7 55	...
3	0	6	0	0	3	0	0	1	0	Chinchpoogly	...	d	7 21	6 15	...	8 0	...
2	0	5	0	0	2	0	0	1	0	Byculla	...	d	7 30	6 24	11 5	8 8	...
1	0	1	6	0	0	9	0	0	6	Musjid	...	d	7 41	6 36	...	8 17	...
										Bombay B. Br.	...	a	7 45	6 40	11 15	8 20	...
										Bombay Time	...	a	7 15	6 10	10 45	7 50	...

## RATES FOR PERIODICAL TICKETS.

BETWEEN BOMBAY AND	MONTHLY.						QUARTERLY.					
	1st Class.		2nd Class.		3rd Class.		1st Class.		2nd Class.		3rd Class.	
	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.
Musjid	3	0	2	0	1	4	6	0	4	0	2	8
Byculla	5	0	4	0	2	6	10	0	8	0	4	12
Chinchpoogly	9	0	5	0	2	6	18	0	10	0	4	12
Parell	11	0	6	0	3	3	22	0	12	0	6	6
Dadur	13	0	7	0	3	6	26	0	14	0	6	12
Mahim	14	0	8	0	4	8	28	0	16	0	9	0
Bandora	14	0	8	0	4	8	28	0	16	0	9	0
Sion	14	0	7	8	4	8	28	0	15	0	9	0
Coorla	14	0	8	0	4	8	28	0	16	0	9	0
Bhandoop	18	0	12	0	6	0	40	0	25	0	12	0
Tanna	23	0	15	0	8	0	50	0	30	0	16	0
Deewa	30	0	18	0	12	0	70	0	38	0	24	0
Callian	40	0	24	0	15	0	90	0	48	0	30	0
Poona	100	0	...	...	...	...	...	...	...	...	...	...

For Periodical Tickets required for longer periods, or between other Stations, application should be made to the General Traffic Manager, G. I. P. R.

## RATES FOR PARCELS, HORSES, CARRIAGES, AND DOGS.

BOMBAY TO	PARCELS. <sup>1</sup>		HORSES. <sup>2</sup>			CARRIAGES.		Dogs.
	5 seers.	10 seers.	Single Fare.			Single Fare.		Each.
			One horse.	Two horses.*	Three horses.*	Two Wheeled.	Four- Wheeled.	
	Rs. a. p.	Rs. a. p.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
Tanna or vice versa .....	0 4 0	0 7 0	5 0	5 0	5 4	5 0	5 4	0 4
Narel .....	0 4 10	0 8 8	6 12	10 2	13 8	10 2	13 8	0 8
Poona .....	0 5 8	0 10 4	14 14	22 5	29 12	22 5	29 12	0 12
Sholapoor .....	0 8 2	0 15 4	35 6	53 1	70 12	53 1	70 12	1 10
Goolburga .....	0 10 8	1 4 4	44 2	66 3	88 4	66 3	88 4	2 0
Raichore .....	0 11 11	1 6 10	55 6	83 1	110 12	83 1	110 12	2 6
Nassick .....	0 5 8	0 10 4	14 10	21 15	29 4	21 15	29 4	0 12
Munmar .....	0 6 6	0 12 0	20 4	30 6	40 8	30 6	40 8	1 0
Bhosawul .....	0 8 2	0 15 4	34 8	51 12	69 0	51 12	69 0	1 10
Shegaum .....	0 9 5	1 1 10	42 8	63 12	85 0	63 12	85 0	1 14
Budnaira .....	0 11 11	1 6 10	51 8	77 4	103 0	77 4	103 0	2 4
Nagpoor .....	0 14 5	1 11 10	65 0	97 8	130 0	97 8	130 0	2 12
Burhanpur .....	0 9 5	1 1 10	38 12	58 2	77 8	58 2	77 8	1 12
Khundwa .....	0 10 8	1 4 4	44 2	66 3	88 4	66 3	88 4	2 0
Hurda .....	0 11 11	1 6 10	52 2	78 3	104 4	78 3	104 4	2 4
Sohagpore .....	0 13 2	1 9 4	61 12	92 10	123 8	92 10	123 8	2 10
Jubbulpore .....	1 0 11	2 0 10	77 0	115 8	154 0	115 8	154 0	3 4

\* Being the property of one person.

\* Being the property of one person.

<sup>1</sup> Above 10 seers, 2 pies per seer in addition to the rate for 10 seers for the first 50 miles. For each additional 50 miles up to 300 miles, 2 pies per seer in addition to the above. For each 50 miles beyond 300 miles, 3 pies per seer in addition to the rate for first 300 miles.

<sup>2</sup> One groom in charge of each horse will be allowed to travel free in the same vehicle as the animal.

Return Tickets are issued for horses at 50 per cent. more than the ordinary rate, but with no less charge than Rs. 5 for each horse, and Return Tickets for Horses are available for the same time as Return Tickets for Passengers. The Insurance rate for horses travelling at return fares is five per cent. on the declared value.

Ten per cent. will be allowed to a dealer sending 12 or more horses in one batch.

**CARRIAGES.**—Four-wheeled carriages are charged at the rate of four annas per railway mile, the lowest charge being Rs. 4.

Two-wheeled carriages, palanquins, or dooleys, &c., at the rate of 3 annas per mile, the lowest charge being Rs. 3.—All carriages should be at the station 30 minutes before departure of the Train by which they are to be despatched, and when sent from roadside stations, a notice of 24 hours is necessary to ensure Carriage Trucks.

The owners of carriages, palanquins, &c., can arrange for them to halt at intermediate stations for the same time and under the same rules as the holders of ordinary Single-journey Tickets.

**Dogs.**—Each dog will be charged for at 2 annas for any distance not exceeding 20 miles, at 4 annas for any distance not exceeding 50 miles, at 8 annas for any distance not exceeding 75 miles, and at an additional 2 annas for every additional 25 miles beyond the first 75 miles.—No Return Tickets are issued for dogs.

**BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.**

OFFICES—CHURCHGATE STREET.

<b>FRANCIS MATHEW</b> , Agent & Chief Engr.	<b>C. P. Whitcombe</b> , Assist.
<b>T. W. Wood</b> , Chief Auditor and Acct.	<b>J. R. Duxbury</b> , Traffic Manager.
<b>J. O'Connell</b> , First Assist. Auditor.	<b>W. Pendlebury</b> , Asst. Traffic Manager.
<b>A. S. Moorhouse</b> , Second Asst. Auditor.	<b>C. Beard</b> , Storekeeper, Colaba.
<b>E. B. Carroll</b> , Locomotive and Carriage Superintendent (Europe).	<b>S. A. Dingan</b> , Assist. Storekeeper, Parell.
<b>R. C. Hornby</b> , Acting Locomotive Superintendent, Parell.	<b>Capt. A. B. Portman</b> , Supt., Railway Police.

**RATES FOR PERIODICAL TICKETS.**

		First Class.		Second Class.		Third Class.							
		Monthly.		Quarterly.		Monthly.		Quarterly.					
		Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.				
		Rs.	a.	Rs.	a.	Rs.	a.	Rs.	a.				
Between Church Gate Street and	Colaba .....	4	0	8	0	3	0	6	0	2	0	4	0
	Marine Lines.	3	0	6	0	2	0	4	0	2	0	4	0
	Churney Road	4	0	8	0	3	0	6	0	2	0	4	0
	Grant Road ...	5	0	10	0	4	0	8	0	2	8	5	0
	Mahaluxmee..	6	0	12	0	4	0	8	0	2	8	5	0
	Parell .....	11	0	22	0	5	0	10	0	3	4	6	8
	Dadur .....	13	0	26	0	7	0	14	0	3	6	6	12
	Mahim .....	14	0	28	0	8	0	16	0	4	8	9	0
	Bandora .....	14	0	28	0	8	0	16	0	4	8	9	0
	Andaree .....	16	4	32	8	10	12	21	8	7	0	14	0
	Goregaum ...	16	12	33	12	11	4	22	8	8	8	17	0
	Borwalce .....	20	0	40	0	13	4	26	8	10	2	20	4
Bassein .....	22	8	45	0	15	0	30	0	13	8	27	0	

**RATES FOR PARCELS, HORSES, CARRIAGES, AND DOGS.**

PARCELS.												HORSES.									
SEERS. 1 Seer or 2 lbs.	1-25 Miles.		26-50 Miles.		51-100 Miles.		101-150 Miles.		151-200 Miles.		201-250 Miles.		251-300 Miles.		301-350 Miles.		351-400 Miles.		401-450 Miles.		
	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	
1 to 50	3	0	4	0	5	0	6	0	7	0	8	0	9	0	10	0	11	0	12	0	The senders of one Horse will be charged at the rate of 2 as. per mile; of 2 Horses, 3 as. per mile, and of 3 Horses, 4 as. per mile, the property of one person only. The rate for every additional Horse belonging to the same owner and sent together will be 1 anna per mile. The lowest charge for sending 1 Horse will be Rs. 2-8, for 2 Horses Rs. 5, and for 3 Horses Rs. 7-8.
6 to 100	4	0	6	0	7	0	8	0	10	0	12	0	14	0	1	0	2	0	3	0	
11 to 150	5	0	7	0	9	0	11	0	13	0	1	0	2	0	3	0	4	0	5	0	
16 to 200	6	0	8	0	10	0	12	0	14	0	1	0	2	0	3	0	4	0	5	0	
21 to 250	7	0	9	0	12	0	1	0	4	0	5	0	6	0	7	0	8	0	9	0	
26 to 300	8	0	10	0	13	0	1	0	5	0	6	0	7	0	8	0	9	0	10	0	
31 to 350	9	0	12	0	1	0	5	0	1	0	12	0	1	0	12	0	1	0	12	0	
36 to 400	10	0	13	0	2	0	1	0	14	0	2	0	13	0	2	0	13	0	2	0	

**CARRIAGES.**—Four-wheeled carriages are charged at the rate of 4 annas per mile, the lowest charge being Rs. 4. Two-wheeled carriages are charged at the rate of 3 annas per mile, the lowest charge being Rs. 3.

**DOGS.**—Each dog will be charged 2 annas for any distance not exceeding 20 miles, 4 annas for any distance not exceeding 50 miles, 8 annas for any distance not exceeding 75 miles, and an additional 2 annas will be charged for each Dog for every additional 25 miles exceeding 75 miles.

**RAILWAY MAGISTRATES.**

**A. G. Fraser**, Bore Ghaut District. | **J. A. Baines, C.S., Ag.**, Thul Ghaut District.  
**C. E. G. Crawford, C.S.**, Bhosawal District.

**THROUGH TRAIN FROM BOMBAY TO AHMEDABAD, &c., and  
VICE VERSA.**

**MADRAS TIME**, which is 30 minutes in advance of Bombay Time, is kept at all Stations on this Line.

Distance from Bombay.	No. of Hours from Bombay	STATIONS.	MAIL Train.	FARES FROM BOMBAY.		
				1st Class.	2nd Class.	3rd Class.
MILES	H. M.	B. B. & C. I. R.	p. m.	Rs. A. P.	Rs. A. P.	Rs. A. P.
...	...	COLABA ... .. d	9 0	...	...	...
1	0 8	Church Gate ... .. d	9 8	0 3 0	0 2 0	0 1 0
2	0 13	Marine Lines ... .. d	9 13	0 3 0	0 2 0	0 1 0
2	0 18	Churney Road ... .. d	9 18	0 5 0	0 2 0	0 1 0
3	0 35	Grant Road ... .. d	9 35	0 6 0	0 3 0	0 1 6
10	0 53	Bandora ... .. d	9 53	1 1 0	0 8 0	0 3 9
33	1 55	Bassein Road .. .. d	10 55	2 11 0	1 4 0	0 11 6
			a. m.			
108	5 3	Damaun Road ... .. d	2 3	8 8 0	4 0 0	2 4 0
148	7 2	Newsaree ... .. d	4 2	11 10 0	5 7 0	3 2 0
167	7 55	SURAT* ... .. a	4 55	13 1 0	6 1 0	3 8 0
...	...	Do. ... .. d	5 10	...	...	...
203	10 28	Broach ... .. d	7 28	15 15 0	7 7 0	4 4 0
247	12 15	Baroda* ... .. d	9 45	19 6 0	9 0 0	5 3 0
			p. m.			
309	15 30	AHMEDABAD* ... .. a	12 30	24 4 0	11 4 0	6 8 0
			Mixed.			
...	...	Ahmedabad ... .. d	1 0	...	...	...
349	19 25	Veeramgaum ... .. d	4 25	27 7 0	12 12 0	7 1 0
389	22 20	WADHWAN ... .. a	7 20	30 8 0	14 3 0	7 9 0
Miles & hours to Bombay.		UP.	Mixed. a. m.	FARES TO BOMBAY.		
389	22 25	WADHWAN ... .. d	6 5	30 8 0	14 3 0	7 9 0
349	19 5	Veeramgaum ... .. d	9 25	27 7 0	12 12 0	7 1 0
			p. m.			
309	...	AHMEDABAD* ... .. a	12 30	24 4 0	11 4 0	6 8 0
			Mail.			
...	15 30	Ahmedabad ... .. d	1 0	...	...	...
247	12 45	Baroda* ... .. d	3 45	19 6 0	9 0 0	5 3 0
203	10 58	Broach ... .. d	5 32	15 15 0	7 7 0	4 4 0
167	...	SURAT* ... .. a	7 40	13 1 0	6 1 0	3 8 0
...	8 20	Do. ... .. d	8 10	...	...	...
148	7 30	Newsaree ... .. d	9 0	11 10 0	5 7 0	3 2 0
108	5 25	Damaun Road ... .. d	11 5	8 8 0	4 0 0	2 4 0
			a. m.			
33	1 45	Bassein Road ... .. d	2 45	2 11 0	1 4 0	0 11 6
10	0 46	Bandora ... .. d	3 44	1 1 0	0 8 0	0 3 9
3	0 22	Grant Road ... .. d	4 8	0 6 0	0 3 0	0 1 6
2	0 16	Churney Road ... .. d	4 14	0 5 0	0 2 0	0 1 0
2	0 10	Marine Lines ... .. d	4 20	0 3 0	0 2 0	0 1 0
1	0 5	Church Gate ... .. d	4 25	0 3 0	0 2 0	0 1 0
...	...	COLABA ... .. a	4 30	...	...	...

\* Refreshments.

## THROUGH TRAIN BETWEEN BOMBAY AND MADRAS.

MADRAS TIME, which is 30 minutes in advance of Bombay Time, is kept at all Stations on the G. I. P. Line.

Distance from Bombay	No. of Hours from Bombay	STATIONS.	MAIL Train	FARES FROM BOMBAY.		
				1st Class.	2nd Class.	3rd Class.
MILES	H. M.	G. I. P. R.	p. m.	Rs. A. P.	Rs. A. P.	Rs. A. P.
...	...	BOMBAY	2 30	...	...	...
2	0 11	Byculla ... ..	2 41	0 5 0	0 2 0	0 1 0
20	0 47	Tanna ... ..	3 17	2 0 0	1 0 0	0 7 0
33	1 13	Callian Junction* ... ..	3 43	3 3 0	1 10 0	0 11 0
...	...	Do. ... ..	3 48	...	...	...
53	2 3	Narel ... ..	4 33	5 1 0	2 9 0	1 2 0
62	2 20	Kurjut* ... ..	4 55	5 13 0	2 15 0	1 5 0
77	3 58	Khandalla ... ..	6 28	7 7 0	3 11 0	1 10 0
79	4 10	Lanowlee* ... ..	6 40	7 8 0	3 12 0	1 11 0
...	...	Do. ... ..	6 59	...	...	...
115	5 50	Kirkee ... ..	8 20	10 14 0	5 7 0	2 7 0
119	6 0	POONA* ... ..	8 30	11 3 0	5 9 0	2 8 0
...	...	Do. ... ..	9 0	...	...	...
...	...	...	a. m.	...	...	...
183	9 30	Decksal ... ..	12 10	17 4 0	8 10 0	3 13 0
233	12 0	Barsee Road ... ..	2 40	21 15 0	11 0 0	4 14 0
282	14 10	Sholapore* ... ..	4 40	26 9 0	13 4 0	5 14 0
...	...	Do. ... ..	5 0	...	...	...
352	17 33	Goolburga ... ..	8 3	33 2 0	16 9 0	7 6 0
...	...	Do. ... ..	8 13	...	...	...
369	18 23	Shahabad* ... ..	8 53	34 11 0	17 6 0	7 11 0
...	...	Nizam State Ry.	p. m.	...	...	...
491	25 56	Hyderabad ... ..	5 33	46 2 0	23 2 0	10 4 0
497	26 38	Secunderabad ... ..	6 15	46 11 0	23 6 0	10 6 0
...	...	Shahabad ... ..	9 28	...	...	...
...	...	...	p. m.	...	...	...
442	22 40	RAICHORE* ... ..	1 10	41 9 0	20 12 0	9 4 0
...	...	M. R.	p. m.	...	...	...
...	...	Raichore ... ..	1 35	...	...	...
519	26 40	Goondacult ... ..	5 10	48 9 0	23 12 0	10 7 0
535	27 15	Gooty ... ..	5 45	50 9 0	23 12 0	10 11 0
...	...	Do. ... ..	5 55	...	...	...
565	28 39	Tadpatri* ... ..	7 9	53 9 0	25 12 0	11 5 0
...	...	Do. ... ..	7 45	...	...	...
631	32 20	Cuddapah* ... ..	10 50	59 9 0	27 12 0	13 8 0
...	...	Do. ... ..	11 5	...	...	...
...	...	...	a. m.	...	...	...
683	35 0	Codoor ... ..	1 35	64 9 0	29 12 0	14 5 0
708	36 20	Tirupetty* ... ..	2 50	66 9 0	30 12 0	14 13 0
...	...	Do. ... ..	2 55	...	...	...
750	38 10	Arconum Junction* ... ..	4 40	70 9 0	31 12 0	15 11 0
...	...	Do. ... ..	4 45	...	...	...
792	40 0	MADRAS ... ..	6 30	74 9 0	33 12 0	16 9 0

\* Refreshment Rooms.

† Tea and Coffee.

## THROUGH TRAIN BETWEEN MADRAS AND BOMBAY.

MADRAS TIME, which is 30 minutes in advance of Bombay Time, is kept at all Stations on the G. I. P. Line.

Distance to Bombay	No. of Hours from Bombay	STATIONS.	MAIL Train.	FARES TO BOMBAY.		
				1st Class.	2nd Class.	3rd Class.
MILES	H. M.	M. R.	p. m.	Rs. A. P.	Rs. A. P.	Rs. A. P.
792	41 15	MADRAS ... .. d	6 0	74 9 0	33 12 0	16 9 0
750	38 50	Arconum Junction* ... a	7 50	70 9 0	31 12 0	15 11 0
...	...	Do. ... .. d	8 25	...	...	...
708	36 52	Tirupetty* ... .. a	10 15	66 9 0	30 12 0	14 13 0
...	...	Do. ... .. d	10 23	...	...	...
683	35 32	Codoor ... .. d	11 43	64 9 0	29 12 0	14 5 0
...	...	...	a. m.	...	...	...
631	33 2	Cuddapah* ... .. a	1 58	59 9 0	27 12 0	13 3 0
...	...	Do. ... .. d	2 13	...	...	...
565	29 43	Tadputri* ... .. a	5 13	53 9 0	25 12 0	11 5 0
...	...	Do. ... .. d	5 32	...	...	...
535	28 17	Gooty ... .. a	6 50	50 9 0	23 12 0	10 11 0
...	...	Do. ... .. d	6 58	...	...	...
519	27 22	Goondacult ... .. d	7 53	48 9 0	23 12 0	10 7 0
442	23 5	RAICHORE* ... .. a	11 30	41 9 0	20 12 0	9 4 0
...	...	G. I. P. R.	noon.	...	...	...
...	...	Raichore ... .. d	12 10	...	...	...
...	...	...	p. m.	...	...	...
369	19 14	Shahabad* ... .. a	3 51	34 11 0	17 6 0	7 11 0
...	...	Nizam State Ry.	a. m.	...	...	...
551	27 49	Secunderabad ... .. d	6 30	46 11 0	23 6 0	10 6 0
545	27 14	Hyderabad ... .. d	7 5	46 2 0	23 2 0	10 4 0
...	...	Shahabad ... .. d	4 1	...	...	...
352	18 22	Goolburga ... .. a	4 43	33 3 0	16 9 0	7 6 0
...	...	Do. ... .. d	4 53	...	...	...
282	14 36	Sholapore* ... .. a	8 9	26 9 0	13 4 0	5 14 0
...	...	Do. ... .. d	8 39	...	...	...
233	12 20	Barse Road* ... .. d	10 55	21 15 0	11 0 0	4 14 0
...	...	...	a. m.	...	...	...
183	9 45	Decksal ... .. d	1 30	17 4 0	8 10 0	3 13 0
119	6 0	POONA ... .. a	4 40	11 3 0	5 9 0	2 8 0
...	...	Do. ... .. d	5 15	...	...	...
115	5 46	Kirkee ... .. d	5 29	10 14 0	5 7 0	2 7 0
79	4 11	Lanowlee* ... .. a	6 51	7 8 0	3 12 0	1 11 0
...	...	Do. ... .. d	7 4	...	...	...
77	3 57	Khandalla ... .. d	7 18	7 7 0	3 11 0	1 10 0
62	2 21	Kurjut ... .. d	8 54	5 13 0	2 15 0	1 5 0
53	2 1	Narell ... .. d	9 14	5 1 0	2 9 0	1 2 0
33	1 17	Callian Junction* ... a	9 54	5 3 0	1 10 0	0 11 0
...	...	Do. ... .. d	9 58	...	...	...
20	0 49	Tanna ... .. d	10 26	2 0 0	1 0 0	0 7 0
2	0 10	Byculla ... .. d	11 5	0 5 0	0 2 0	0 1 0
...	...	BOMBAY ... .. a	11 15	...	...	...

\* Refreshment Rooms.

† Tea and Coffee.



## THROUGH TRAIN BETWEEN BOMBAY AND CALCUTTA.

MADRAS TIME, which is 30 mins. in advance of Bombay, and 33 mins. behind Calcutta Time, is kept at all Stations on the G. I. P. and E. I. Railways.

Distance from Bombay	No. of Hours from Bombay	STATIONS.	MAIL Train.	FARES FROM BOMBAY.		
				1st Class.	2nd Class.	3rd Class.
MILES	H. M.	G. I. P. R.	p. m.	Rs. A. P.	Rs. A. P.	Rs. A. P.
...	...	BOMBAY	6 0	...	...	...
2	0 13	Byculla	6 13	0 5 0	0 2 0	0 1 0
20	0 57	Tannah	6 57	2 0 0	1 0 0	0 7 0
33	1 23	Callian Junction*	7 30	3 3 0	1 10 0	0 11 0
75	3 25	Kussarah*	9 30	7 1 0	3 8 0	1 9 0
85	4 29	Egutpoora*	10 29	8 0 0	4 0 0	1 12 0
...	...	Do.	10 38	...	...	...
116	5 46	Nassick Road	11 54	11 0 0	5 8 0	2 7 0
...	...	...	a. m.	...	...	...
177	8 10	Nandgaum*	2 25	16 11 0	8 6 0	3 11 0
276	12 2	Bhosawul Junction†	6 2	25 14 0	12 15 0	5 12 0
...	...	...	p. m.	...	...	...
519	27 0	Nagpore, Branch...	9 0	48 12 0	24 6 0	10 13 0
...	...	Bhosawul	6 17	...	...	...
352	15 35	Khundwa*	10 5	33 2 0	16 9 0	7 6 0
...	...	...	p. m.	...	...	...
416	18 37	Hurda*	12 37	39 2 0	19 9 0	8 11 0
...	...	Do.	12 52	...	...	...
493	22 0	Sohagpore	4 0	46 5 0	23 3 0	10 5 0
...	...	Do.	4 30	...	...	...
616	27 30	JUBBULPORE*	9 30	57 12 0	28 14 0	12 13 0
...	...	E. I. R.	...	...	...	...
...	...	Jubbulpore	10 15	...	...	...
...	...	...	a. m.	...	...	...
845	36 45	ALLAHABAD*	6 45	79 4 0	39 10 0	16 6 0
...	...	Do.	7 15	...	...	...
901	39 12	Mirzapore	9 19	84 8 0	42 4 0	17 4 0
940	40 40	Mogul Serai	11 5	88 2 6	44 1 3	17 13 9
946	41 10	Banares, Branch	11 15	88 11 6	44 5 9	17 15 3
...	...	...	p. m.	...	...	...
999	43 8	Buxar*	1 18	93 9 6	46 12 9	18 12 3
1066	45 36	Dinapore*	3 36	99 15 6	49 15 9	19 13 3
...	...	Do.	3 51	...	...	...
1127	48 3	Mokameh*	6 3	105 11 0	52 14 6	20 12 6
...	...	Do.	6 33	...	...	...
1226	52 28	Muddapur*	10 43	114 15 6	57 7 9	22 5 3
...	...	...	a. m.	...	...	...
1289	55 0	Raneegunge	1 10	120 12 6	60 6 3	23 4 9
1343	56 55	Burdwan	2 55	125 15 0	62 15 6	24 2 6
...	...	Do.	3 5	...	...	...
1389	58 40	Chandernagore	4 40	130 4 0	65 2 0	24 14 0
1398	59 0	Serampore	5 0	131 0 0	65 8 0	25 0 0
1409	59 25	CALCUTTA (Howra)...	5 25	132 2 0	66 1 0	25 3 0

\* Refreshments.

† Bhosawul is the Junction for Nagpore Branch.

## THROUGH TRAIN BETWEEN CALCUTTA AND BOMBAY.

MADRAS TIME, which is 33 mins. behind Calcutta, and 30 mins. in advance of Bombay Time, is kept at all Stations on the E. I. and G. I. P. Railways.

Distance to Bombay	Miles	No. of Hours to Bombay	STATIONS.	MAIL Train.	FARES TO BOMBAY.		
					1st Class.	2nd Class.	3rd Class.
			E. I. R.	p. m.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1409	61	15	CALCUTTA (Howra)...	10 30	132 2 0	66 1 0	25 3 0
1398	60	48	Serampore ... ..	10 57	131 0 0	65 8 0	25 0 0
1389	60	26	Chandernagore ... ..	11 19	130 4 0	65 2 0	24 14 0
				a. m.			
1343	58	46	Burdwan ... ..	1 9	125 15 0	62 15 6	24 2 6
1289	56	29	Raneegunge ... ..	3 16	120 12 6	60 6 3	23 4 9
1226	53	40	Muddapur* ... ..	6 5	114 15 6	57 7 9	22 5 3
1127	49	0	Mokameh* ... ..	10 15	105 11 0	52 14 6	20 12 6
...	...	...	Do. ... ..	10 45	...	...	...
				p. m.			
1066	46	30	Dinapore* ... ..	1 0	99 15 6	49 15 9	19 13 3
...	...	...	Do. ... ..	1 15	...	...	...
999	44	0	Buxar* ... ..	3 35	93 9 6	46 12 9	18 12 3
...	...	...	Do. ... ..	3 45	...	...	...
940	41	15	Mogul Serai*... ..	6 30	88 2 6	44 1 3	17 13 9
946	42	15	Banares, Branch... ..	5 30	88 11 6	44 5 9	17 15 3
901	39	36	Mirzapore ... ..	8 9	84 8 0	42 4 0	17 4 0
845	36	50	ALLAHABAD* ... ..	10 18	79 4 0	39 10 0	16 6 0
...	...	...	Do. ... ..	10 55	...	...	...
				a. m.			
616	26	30	JUBBULPORE*... ..	8 30	57 12 0	28 14 0	12 13 0
...	...	...	G. I. P. R.				
...	...	...	Jubbulpore ... ..	9 15	...	...	...
				p. m.			
493	21	37	Sohagpore ... ..	1 50	46 5 0	23 3 0	10 5 0
...	...	...	Do. ... ..	2 8	...	...	...
416	18	30	Hurda* ... ..	5 0	39 2 0	19 9 0	8 11 0
...	...	...	Do. ... ..	5 15	...	...	...
352	15	42	Khundwa* ... ..	8 3	33 2 0	16 9 0	7 6 0
276	12	16	Bhosawul Junction*¶ ...	11 14	25 14 0	12 15 0	5 12 0
				a. m.			
519	27	15	Nagpore, Branch ... ..	8 30	48 12 0	24 6 0	10 13 0
...	...	...	Bhosawul ... ..	11 29	...	...	...
				a. m.			
177	8	18	Nandgaum*... ..	3 27	16 11 0	8 6 0	3 11 0
116	5	56	Nassick Road ... ..	5 49	11 0 0	5 8 0	2 7 0
85	4	34	Egutpoora ... ..	6 56	8 0 0	4 0 0	1 12 0
...	...	...	Do. ... ..	7 11	...	...	...
75	3	16	Kussarah* ... ..	8 29	7 1 0	3 8 0	1 9 0
33	1	22	Callian Junction... ..	10 23	3 3 0	1 10 0	0 11 0
20	0	54	Tannah ... ..	10 51	2 0 0	1 0 0	0 7 0
2	0	11	Byculla ... ..	11 34	0 5 0	0 2 0	0 1 0
...	...	...	BOMBAY ... ..	11 45	...	...	...

\* Refreshments. ¶ Bhosawul is the junction for Nagpore Branch.

**THROUGH TRAINS from BOMBAY to DELHI, LAHORE & MOOLTAN.**

MADRAS TIME, which is 33 mins. behind Calcutta Time, and 23½ mins. in advance of Lahore Time, is kept at all Stations on the E. I. and S. P. & Delhi Railways.

(¶ From Bombay to Allahabad see page 300.)

Distance from Bombay	No. of Hours from Bombay		STATIONS.	A		FARES FROM BOMBAY.		
				Mix.	B	1st Class.	2nd Class.	3rd Class.
	Train A	Train B		Train	Train			
MILES	H. M.	H. M.	E. I. R.	a. m.	p. m.	Rs. A. P.	Rs. A. P.	Rs. A. P.
845	36 45	36 45	ALLAHABAD*¶ d	7 35	11 18	79 4 0	39 10 0	16 6 0
965	43 50	58 20	Cawnpore* ... a	1 50	4 20	90 8 0	45 4 0	18 4 0
1021	48 50	62 18	Lucknow, Bran. a	p. m. 6 50	a. m. 8 18	92 10 6	45 11 6	...
1051	48 55	62 30	Cawnpore... d	2 30	5 0	...	...	...
1108	52 55	65 20	Ettawa ... d	7 45	9 0	98 9 0	49 4 6	19 9 6
1108	52 55	65 20	Toondla Jn* ... a	10 55	11 20	103 14 6	51 15 3	20 7 9
1122	54 10	66 35	Agra, Branch ... a	a. m. 12 10	p. m. 12 35	105 6 6	52 11 3	20 11 9
...	...	...	Toondla..... d	p. m. 11 40	a. m. 11 55	...	...	...
1157	56 15	67 58	Allyghur* ... a	a. m. 2 15	p. m. 1 58	108 8 0	54 4 0	21 4 0
...	...	...	Do. ... d	3 15	2 17	...	...	...
1223	60 35	71 5	GAZEEABAD J. a	6 35	5 5	114 11 0	57 5 6	22 4 6
1235	61 35	72 5	DELHI ... a	7 35	6 5	115 13 0	57 14 6	22 7 6
...	...	...	S. P. & D. R.					
1253	64 39	73 43	GAZEEABAD* d	8 45	6 10	...	...	...
...	...	...	Meerut Cant. ... d	10 39	7 43	117 8 0	58 12 0	22 9 3
1321	68 4	76 17	Saharunpore* ... a	p. m. 2 4	10 17	124 7 0	62 3 6	23 14 6
...	...	...	Do. ... d	2 34	10 47	...	...	...
1371	71 10	78 16	Umballa Cant.* a	a. m. 5 10	12 50	129 2 0	64 9 0	24 11 0
...	...	...	Do. ... d	5 40	1 20	...	...	...
1442	73 47	82 29	Loodiana ... d	9 47	4 29	135 12 6	67 14 3	25 12 9
1474	76 31	84 32	Jullunder Cant. d	a. m. 12 31	6 42	138 12 6	69 6 3	26 4 9
1546	79 53	87 4	Umritsur*... d	3 53	9 24	143 10 6	71 13 3	27 1 9
1555	82 25	88 35	Meeran Meer East d	5 25	10 35	146 6 0	73 3 0	27 9 0
1558	82 35	88 45	LAHORE* ... a	5 35	10 45	146 10 6	73 5 3	27 9 9
...	...	...	Do. ... d	...	p. m. 5 30	...	...	...
1661	...	101 18	Montgomery ... a	...	11 18	156 4 0	78 2 6	28 15 3
...	...	...	Do. ... d	...	11 48	...	...	...
1766	...	107 40	MOOLTAN ... a	...	a. m. 5 40	166 3 0	83 1 3	30 5 0

\* Refreshments.

N.B.—Passengers from Bombay to Delhi, Lahore, and Mooltan can travel as far as Lahore, from Allahabad, with a stoppage of 50 minutes, by Train A; or halt 16 hours 33 mins. in Allahabad and proceed through by Fast Train B.

## THROUGH TRAINS from MOOLTAN, LAHORE &amp; DELHI to BOMBAY.

MADRAS TIME, which is 23½ mins. in advance of Lahore time, and 33 mins. behind Calcutta Time, is kept at all Stations on the S. P. & D. and E. I. Rys.

(¶ From Allahabad to Bombay see page 301.)

Distance to Bombay	No. of Hours to Bombay		STATIONS.	A B		FARES TO BOMBAY.		
	Train A	Train B		Mix. Train	Mail Train	1st Class.	2nd Class	3rd Class.
MILES	H. M.	H. M.	S. P. & D. R.	p. m.	p. m.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1766	...	112 45	MOOLTAN* ... d	...	6 0	166 8 0	83 1 3	30 5 0
1661	...	...	Montgomery ... a	...	11 47	156 4 0	78 2 6	28 15 3
...	...	106 28	Do. ... d	...	12 17	...	...	...
1558	...	...	LAHORE* ... a	...	6 10	146 10 6	73 5 3	27 9 9
...	84 45	87 45	Do. ... d	11 0	7 10	...	...	...
1555	84 30	87 26	Meean Meer East d	11 15	7 27	146 6 0	73 3 0	27 9 0
...	...	...	...	a. m.	...	...	...	...
1546	82 46	86 8	Umritsur* ... d	12 59	8 45	143 10 6	71 13 3	27 1 9
1474	79 27	83 12	Jullunder Cant. d	4 18	11 17	138 12 6	69 6 3	26 4 9
...	...	...	...	a. m.	...	...	...	...
1442	76 45	82 14	Loodiana ... d	7 0	1 31	135 12 6	67 14 3	25 12 9
1371	...	...	Umballa Cant. ... a	10 36	4 27	129 2 0	64 9 0	24 11 0
...	72 39	78 53	Do. ... d	11 6	4 52	...	...	...
...	...	...	...	p. m.	...	...	...	...
1321	...	...	Saharunpore* ... a	2 5	6 55	124 7 0	62 9 6	23 14 6
...	68 31	76 25	Do. ... d	5 45	7 20	...	...	...
1263	64 20	73 36	Meerut Cant. ... d	7 25	10 9	117 8 0	58 12 0	23 9 3
1223	...	...	GAZEEABAD ... a	9 30	11 30	114 11 0	57 5 6	22 4 6
...	...	...	E. I. R.	...	...	...	...	...
1235	60 55	72 15	DELHI ... d	10 50	11 30	115 13 0	57 14 6	22 7 6
...	59 45	71 5	GAZEEABAD* d	12 0	12 40	...	...	...
...	...	...	...	a. m.	...	...	...	...
1167	...	...	Allygur* ... a	3 15	3 25	108 8 0	54 4 0	21 4 0
...	56 0	68 0	Do. ... d	3 45	3 45	...	...	...
1108	...	...	Toondla Jn.* ... a	6 20	5 52	103 14 6	51 15 3	20 7 9
...	...	...	...	a. m.	p. m.	...	...	...
1122	54 35	67 5	Agra, Branch ... d	5 10	4 40	105 6 6	52 11 3	20 11 9
...	52 50	65 15	Toondla ... d	6 55	6 30	...	...	...
1051	48 27	62 35	Ettawa ... d	10 18	9 10	98 9 0	49 4 6	19 9 6
...	...	...	...	a. m.	p. m.	...	...	...
965	...	...	Cawnpore* ... a	2 30	12 40	90 8 0	45 4 0	18 4 0
...	...	...	...	p. m.	a. m.	...	...	...
1021	50 30	63 10	Lucknow, Bran. d	9 20	10 35	92 10 6	45 11 6	...
...	44 45	58 35	Cawnpore* ... d	3 0	1 10	...	...	...
845	...	...	ALLAHABAD ¶ a	9 0	6 10	79 4 0	39 10 0	16 6 0

\* Refreshments.

Passengers to Bombay from Scinde, Punjab and Delhi Railway by Mail Train B. are delayed 16 hours 45 minutes at Allahabad, but can travel through by the Mixed Train A, leaving Lahore at 11-0 P.M.

# Steam Navigation Companies.

## AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

OFFICES:—ELPHINSTONE CIRCLE.  
JOSEPH JANNI, Agent.

### PASSENGER RATES FROM BOMBAY.

(By <i>Passengers' Steamers.</i> )			(By <i>Cargo Steamers.</i> )		
1st Class.	2nd Class.	Deck.	Cabin.	Deck,	with Food.
To Trieste .. £15 0 ...	£35 0 ...	£18 0	To Trieste ... £40 0 .....	£18 0	
To Port Said .. £32 0 ...	£25 10 ...	£13 2	To Port Said .. £30 0 .....	£13 2	
To Suez .....	£30 0 ...	£24 0 ...	To Suez .....	£28 0 .....	£12 5

## BRITISH INDIA STEAM NAVIGATION COMPANY.

OFFICES—ELPHINSTONE CIRCLE.  
W. NICOL & Co., Agents. | Wm. GORDON, Manager.

### RATES OF PASSAGE MONEY FROM BOMBAY.

Distance.	From Bombay to	Reserved 1st Class. One person.	Reserved 1st Class. Two persons.	First Class.	European Servants or Second Class.	Deck, Na- tives or Native Servants.
Mls	Coast & Calcutta Line—	Rs.	Rs.	Rs.	Rs.	Rs.
275	Carwar .....	140	175	70	35	12
407	Mangalore .....	160	200	80	40	15
488	Cannanore .....	180	225	90	45	15
536	Calicut or Beypore.	200	250	100	50	17
637	Cochin or Narrakel.	240	300	120	60	20
875	Tuticorin .....	340	425	160	80	30
1024	Colombo .....	340	425	120	85	30
1093	Galle .....	340	425	120	72½	50
1533	Negapatam .....	400	500	220	110	40
1608	Pondicherry .....	460	575	240	120	45
1687	Madras .....	500	625	200	125	70
1961	Masulipatam .....	600	750	290	145	54½
2061	Coconada .....	640	800	320	160	58
2135	Bimlipatam and Vizagapatam .....	660	825	330	165	60
2606	Calcutta .....	700	875	300	100	100
587	Kurrachee .....	200	250	100	50	15
598	Guadur .....	250	500	130	65	20
	Persian Gulf Line—					
1087	Muscat .....	250	500	180	80	25
1335	Bunder Abbas ...	300	600	200	100	30
1455	Linga .....	300	600	220	110	33
1933	Bushire .....	375	750	260	130	40
2234	Bussorah .....	412	825	290	145	45

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

OFFICES :—RAMPAET ROW.

G. F. HENRY, Superintendent.

A. Baylis, Superintending Purser.

F. D. Parker, Chief Assistant.

H. B. Barnes, Suptng. Engineer.

W. Newell, Dockmaster, Mazagon.

## RATES OF PASSAGE MONEY FROM BOMBAY.

	Aden.	Suez.	Port Said.	Malta.	Brindisi, Ancona, Venice.	Gibraltar.	Southampton.	Ceylon.	Madras.	Calcutta.	Penang, Sing'ore	Hongkong.	Shanghai, Yk'ma.	K. Geo.'s Snd.	Ad'le, Mlb'ne.	Sydney.
Married Couple; Reserved .....	Rs 550	Rs 1350	Rs 1410	Rs 1550	Rs 1600	Rs 1650	Rs 1800	Rs ...	Rs ...	Rs ...	Rs ...	Rs ...	Rs ...	Rs ...	Rs ...	Rs ...
Gentleman or Lady Reserved.	400	1000	1060	1160	1200	1260	1360	...	...	...	...	...	...	...	...	...
1st Class .....	200	500	530	580	600	630	680	120	200	300	300	420	540	350	400	440
2nd Class, and European Servants	150	270	290	320	300	320	370	60	100	150	170	260	310	200	250	270
Native Servants.	35	135	145	160	150	160	185	30	50	75	85	130	155	100	125	135
Deck passengers.	50	167	...	...	...	...	...	40	67	100	100	140	180	...	...	...
1st Cl. Native do.	150	375	...	...	...	...	...	90	150	225	225	315	405	...	...	...

BATAVIA.—Fares: 1st Class, Rs. 420; 2nd Class, Rs. 290. Passengers are transhipped at Singapore to one of the steamers of the Netherlands India Steam Navigation Company.

For Children under three years free, above 3 and under 10 years half fare.

## RUBATTINO STEAM NAVIGATION COMPANY.

OFFICES :—9, HUMMUM STREET.

C. GRONDONA, Agent.

### PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden .....	£22	£15	£4
Suez .....	36	22	8
Port Said .....	38	24	9
Messina .....	50	34	14
Naples .....	50	34	14
Leghorn .....	50	34	14
Genoa .....	50	34	14
Marseilles .....	52	35	14-10

Including Wines.

Without Food.

Children under 3 years—Free of Charge. Children not above 10 years—Half Fare.

# Fares for Shigrams, Buggies, Cabs, &c.

FROM	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	And Back.				
					Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	
<b>UPPER COLABA STAND NEAR THE CHURCH TO—</b>	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.
Lighthouse or Middle Colaba ... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5	
Apollo Bunder ... ..	1 0 0	11 0	7 0	4 1	8 1	1 0	11 0	6	
Elphinstone Circle ... ..	1 4 0	15 0	10 0	6 1	14 1	6 0	15 0	9	
<b>LOWER COLABA STAND NEAR THE CAUSEWAY TO—</b>									
Upper Colaba Stand ... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5	
Lighthouse ... ..	1 0 0	11 0	7 0	4 1	8 1	1 0	11 0	6	
Elphinstone Circle ... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5	
<b>APOLLO BUNDER STAND TO—</b>									
Elphinstone Circle ... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5	
Lower Colaba or Boree Bunder ... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	9	
Colaba Memorial Church ... ..	1 0 0	11 0	7 0	4 1	8 1	1 0	11 0	5	
Lighthouse ... ..	1 9 1	4 0	15 0	9 2	5 1	14 1	6 0	14	
<b>APOLLO AND MARINE STREET STAND—</b>									
(All fares from this Stand are the same as from the Elphinstone Circle.) ... ..	...	...	...	...	...	...	...	...	
<b>THE ELPHINSTONE CIRCLE STAND OPPOSITE THE MINT TO—</b>									
Lower Colaba ... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5	
Middle Colaba narrowest part ... ..	1 0 0	11 0	7 0	4 1	8 1	1 0	11 0	6	
Colaba Memorial Church ... ..	1 4 0	12 0	9 0	5 1	14 1	3 0	13 0	8	
Lighthouse ... ..	1 11 1	3 0	12 0	8 2	9 1	12 1	3 0	12	
Dhobee Tullao, the Market Stand, or the N. I. Lines ... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5	
Hon. J. Sunkersett's House, Girgaum Road, Pydhownee Stand, or Musjid Bunder.	1 0 0	11 0	7 0	4 1	8 1	1 0	11 0	6	
Portuguese Church Stand, Falkland Road, Two Tanks, Sir J. J. Hospital, or County Gaol ... ..	1 6 0	15 0	10 0	6 2	2 1	6 0	15 0	9	
Chowpatty, Gaumdevee Stand, Tardeo Stand, the Byculla Club, the Byculla Railway Station, or Mazagon Castle ...	1 11 1	3 0	12 0	7 2	9 1	12 1	3 0	11	
Junction of the Nepean and Warden Roads, Kumballa Hill, Victoria Gardens, the Mount or Mazagon Bunder ... ..	2 2 1	6 0	15 0	9 3	3 2	2 1	6 0	14	
Malabar Hill Stand, Breach Candy Stand, Chinchpoojly Police Station, the Retreat, or the Breach ... ..	2 7 1	10 1	1 0	10 3	10 2	7 1	10 0	15	

FROM	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	And Back.			
	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.
<b>THE ELPHINSTONE CIRCLE STAND OPPOSITE THE MINT TO—(contd.)</b>	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.
Malabar Point, half-way across the Breach Candy Causeway, the Lall Baugh Stand, or the Breach Police Station ...	2 13	1 14	1 40	12 4	3 2	1 13	1 14	1 2
Worlee Hill or Sewree ...	3 8	2 5	1 9	15 5	4 3	8 2	5 1	7
Worlee Sluices or Wuddala... ..	4 3	2 13	1 14	1 26	5 4	3 2	1 13	1 11
Mahim or Sewree ... ..	5 10	3 12	2 8	1 88	7 5	10 3	12 2	4
<b>THE FRERE FOUNTAIN STAND, ENTRANCE OF CHURCH STREET.</b>								
<i>(The fares from this Stand correspond with those from the Elphinstone Circle.)</i> ...	...	...	...	...	...	...	...	...
<b>RAMPART ROW, OPPOSITE THE MUNICIPAL OFFICES.</b>								
<i>(Fares from this Stand correspond with those from the Frere Fountain Stand.)</i> ...	...	...	...	...	...	...	...	...
<b>THE ESPLANADE STAND, ENTRANCE OF BAZAAR STREET.</b>								
<i>(The fares from this Stand correspond with those from the Boree Bunder Railway Terminus.)</i> ...	...	...	...	...	...	...	...	...
<b>BOREE BUNDER RAILWAY TERMINUS STAND TO—</b>								
Apollo Bunder ... ..	0 11	0 7	0 5	0 3	1 0	11 0	7 0	5
Gun-Carriage Agency... ..	1 0	0 11	0 7	0 4	1 8	1 0	11 0	6
Colaba Memorial Church ... ..	1 8	1 0	0 11	0 6	2 4	1 8	1 0	9
Lighthouse ... ..	2 0	1 5	0 14	0 8	3 1	2 0	1 5	12
Hon. J. Sunkersett's House, Girgaum Road, Cowasjee Patell Tank, Pydhowne, or Chinch Bunder ... ..	0 11	0 7	0 5	0 3	1 0	11 0	7 0	5
Portuguese Church Stand, Falkland Road, Two Tanks, Sir J. J. Hospital, or County Gaol... ..	1 0	0 11	0 7	0 4	1 8	1 0	11 0	6
Chowpatty, Gaumdevjee Stand, the Byculia Club, the Byculia Railway Station, or Mazagon Castle ... ..	1 6	0 15	0 10	0 6	2 1	6 0	15 0	9
Junction of the Nepean and Warden Roads, Kumballa Hill, Tardeo Stand, Victoria Gardens, the Mount or Mazagon Bunder ... ..	1 11	1 3	0 12	0 7	2 1	12 1	3 0	11
Malabar Hill Stand, Breach Candy Stand, the Breach, Retreat, or Chinchpoogly Police Station ... ..	2 2	1 6	0 15	0 9	3 2	2 1	6 0	14
Malabar Point, midway across the Breach Candy Causeway, the Lall Baugh Stand, or the Breach Police Station ... ..	2 7	1 10	1 0	10 3	10 2	7 1	10 0	15
Worlee Hill, Naigaum, or Sewree... ..	3 6	2 3	1 6	0 14	5 1	3 4	2 1	5



FROM	Shigrams (two Horses).				Shigrams (one Horse).				Buggies.				Bullock Carts.				And Back.			
	Shigrams (two Horses).				Shigrams (one Horse).				Buggies.				Bullock Carts.				Shigrams (two Horses).			
	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.
<b>BOREE BUNDER RAILWAY TERMINUS STAND</b>																				
TO—(Contd.)																				
Worlee Sluices, or Matoonga ...	4	12	10	1	11	1	26	14	0	3	9	1	11							
Mahim or Sion ...	5	5	3	8	2	5	1	6	7	15	5	4	3	8	2	0				
<b>DHOBEE TULLAO STAND TO—</b>																				
Elphinstone Circle, Portuguese Church Stand, or Chinch Bunder ...	0	11	0	7	0	5	0	3	1	10	11	0	7	0	5					
Chowpatty, the Gaumdevvee Stand, J. J. Hospital, or County Gaol ...	1	0	0	11	0	7	0	4	1	8	1	10	11	0	6					
Junction of the Nepean and Warden Roads, Kumballa Hill, Tardeo Stand, Byculla Club, Byculla Railway Station, or Mazagon Castle ...	1	6	0	15	0	10	0	6	2	2	1	6	0	15	0	9				
Malabar Hill Stand, the Retreat, the Breach Victoria Gardens, Mazagon Bunder, or Breach Candy Stand ...	1	11	1	3	0	12	0	7	2	9	1	12	1	3	0	11				
Malabar Point, half-way across the Breach Candy Causeway, the Lal Baugh Stand, or the Breach Police Stand ...	2	2	1	6	0	15	0	9	3	3	2	2	1	6	0	14				
Worlee Hill or Sewree ...	2	13	1	14	1	4	0	12	4	3	2	13	1	14	1	2				
Worlee Sluices or Wuddala ...	3	8	2	5	1	9	0	15	5	4	3	8	2	5	1	7				
Mahim or Sion ...	4	15	3	4	2	3	1	5	7	6	4	15	3	4	2	0				
<b>MARKET STAND<sup>1</sup> TO—</b>																				
Elphinstone Circle, Thackoordwar Temple, Sir J. J. Hospital, or County Gaol ...	0	11	0	7	0	5	0	3	1	10	11	0	7	0	5					
The Portuguese Church Stand ...	1	0	0	11	0	7	0	4	1	8	1	10	11	0	6					
<b>PYDHOWNEE STAND TO—</b>																				
Boree Bunder Railway Terminus, the Cross Apollo Road, Portuguese Church Stand, the Grant Road Theatre, the J. J. Dhurrumsalla, the Byculla Synagogue, or the Mazagon Police Court ...	0	11	0	7	0	5	0	3	1	10	11	0	7	0	5					
Elphinstone Circle, Chowpatty, Gaumdevvee Stand, Tardeo, the Victoria Gardens, or Mazagon Bunder ...	1	0	0	11	0	7	0	4	1	8	1	10	11	0	6					
Junction of the Warden and Nepean Roads, Kumballa, Chinchpoojly Police Station, or the Breach Candy Stand ...	1	6	0	15	0	10	0	6	2	2	1	6	0	15	0	9				
Malabar Hill Stand, the Retreat, the Breach, the middle of the Breach Candy Causeway, or the Lal Baugh Stand ...	1	11	1	3	0	12	0	7	2	10	1	12	1	3	0	11				
Love Grove or Malabar Point ...	2	2	1	6	0	15	0	9	3	3	2	2	1	6	0	14				
Sewree or Worlee Hill ...	2	8	1	11	1	3	0	11	3	12	2	9	1	12	1	1				
Worlee Sluices or Wuddala ...	3	2	2	2	1	6	0	14	4	4	3	3	2	2	1	5				
Sion or Mahim ...	4	8	3	1	2	0	1	3	6	13	4	9	3	1	1	13				

<sup>1</sup> The fares to other places are the same as from the Dhobee Tullao Stand.

FROM	And Back.							
	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.
	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.
<b>THE TANNA STAND NEAR PYDHOWNEE.</b> (The fares from this Stand are the same as from Pydhownee).. .. .	...	...	...	...	...	...	...	...
<b>THE SIR J. J. HOSPITAL STAND TO—</b> Small Portuguese Church, Mazagon, the Mechanics' Buildings, the Byculia Club, the Portuguese Church Stand, Agiary Lane, Girgaum Road, the Market Stand, or Carnac Bunder ...	0	11	0	7	0	5	0	3
(The fares to other places are the same as from Two Tanks Stand.) .. .. .	...	...	...	...	...	...	...	...
<b>ELPHINSTONE BUNDER ROAD NEAR THE MAZAGON POLICE OFFICE.</b> (Fares from this Stand correspond with those from the Sir J. J. Hospital Stand.) .. .. .	...	...	...	...	...	...	...	...
<b>TWO TANKS STAND TO—</b> Victoria Gardens, Mazagon Castle, Tardeo, Gaumdevce Stand, Portuguese Church Stand, the Hon. J. Sunkersett's House, Girgaum Road, Gyewadee, Fish Market, or Musjid Bunder ...	0	11	0	7	0	5	0	3
Apollo Road near the Cross, the Boree Bunder Terminus, Chowpatty, the junction of the Nepean and Warden Roads, Breach Candy Stand, Lal Baugh Stand, or Mazagon Bunder... ..	1	0	0	11	0	7	0	5
The Breach, the Retreat, half-way across the Breach Causeway, or Elphinstone Circle ... ..	1	6	0	15	0	10	0	6
Malabar Hill Stand, or Love Grove ... ..	1	11	1	3	0	12	0	7
Malabar Point, Worlee Hill, or Sewree ... ..	2	2	1	6	0	15	0	9
Worlee Sluices or Waddala ... ..	2	13	1	14	1	4	0	12
Mahim or Sion ... ..	4	3	2	13	1	14	1	2
<b>BYCULLA RAILWAY STATION STAND TO—</b> Chinchpoojy Police Station, Mazagon Small Portuguese Church, Byculia Club, Erskine Road, or County Gaol ... ..	0	11	0	7	0	5	0	3
Lowjee Castle, the Breach Candy Stand, the Gaumdevce Stand, the Portuguese Church Stand, Wittul Wadee, Carnac or Mazagon Bunder ... ..	1	0	0	11	0	7	0	5
Parell Tank, the Breach Vellard, the Junction of the Nepean and Warden Roads, Dhobee Tullao, or Boree Bunder Railway Terminus ... ..	1	6	0	15	0	10	0	6

FROM	And Back.							
	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.
<b>BYCULLA RAILWAY STATION STAND TO—(Contd)</b>								
Love Grove, the Retreat, Chowpatty, Sewree, Naigaum, or Elphinstone Circle ... ..	1 11 1	3 0	12 0	7 2	9 1	12 1	3 0	11
Worlee Sluices or Wuddala ... ..	2 10 1	11 1	1 0	11 4	0 2	9 1	10 1	0
Mahim or Sion ... ..	3 12 2	8 1	10 1	1 5	10 3	12 2	7 1	9
<b>VICTORIA ROAD NEAR ALBION PLACE—</b>								
<i>(Fares from this Stand correspond with those from the Byculla Station Stand.)</i> .. ..								
<b>PORTUGUESE CHURCH STAND TO—</b>								
Junction of the Warden and Nepean Roads, Kumballa Hill, Tardeo, the J. J. Hospital, Pydhownee, or Dhobee Tullao. Malabar Hill Stand, the Retreat, the Breach, Breach Candy Stand, Byculla Railway Station, Mazagon Castle, or Boree Bunder... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5
Malabar Point, half-way across the Breach Vellard, the Victoria Gardens, Mazagon Bunder, or Elphinstone Circle. Love Grove, or the Lall Baugh Stand ... ..	1 6 0	15 0	10 0	6 2	2 1	6 0	15 0	9
Worlee Sluices or Parell ... ..	1 11 1	3 0	12 0	7 2	9 1	12 1	3 0	11
Sewree ... ..	2 7 1	10 1	1 0	11 3	10 2	7 1	10 1	0
Mahim or Sion ... ..	2 13 1	14 1	4 0	12 4	3 2	13 1	14 1	2
... ..	4 11 3	2 2	3 1	5 7	0 4	11 3	4 2	0
<b>THE GRANT ROAD STATION STAND TO—</b>								
The Retreat, the Breach Police Station, the Breach Candy Stand, Thakoorwar Temple, the Byculla Club, the Two Tanks, or Cowasjee Patell Tank... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5
Malabar Hill Stand, Dhobee Tullao, the Market Stand, Chinch Bunder or the Byculla Railway Station ... ..	1 0 0	11 0	7 0	4 1	8 1	1 0	11 0	6
Malabar Point, Mama Hajanee, the Victoria Gardens, Mazagon Castle or Boree Bunder Railway Terminus ... ..	1 6 0	15 0	10 0	6 2	2 1	6 0	15 0	9
Lall Baugh Stand, Tank Bunder, Elphinstone Circle, or Mazagon Bunder ... ..	1 11 1	3 0	12 0	7 2	9 1	12 1	3 0	11
Parell ... ..	2 7 1	10 1	1 0	11 3	10 2	7 1	10 1	0
Worlee or Sewree ... ..	2 13 1	14 1	4 0	12 4	3 2	13 1	14 1	2
Mahim by the Breach Causeway ... ..	3 13 2	9 1	11 1	0 5	12 3	14 2	9 1	8
Sion ... ..	4 8 3	1 2	0 1	4 6	13 4	9 3	1 1	14
<b>THE MAZAGON BUNDER STAND TO—</b>								
Mazagon Police Court ... ..	0 11 0	7 0	5 0	3 1	1 0	11 0	7 0	5
Musjid Bunder, Byculla Railway Station, Victoria Gardens, Pydhownee, or Two Tanks ... ..	1 0 0	11 0	7 0	4 1	8 1	1 0	11 0	6

FROM	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	And Back.			
					Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.
	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.
<b>THE MAZAGON BUNDER STAND TO—(Contd.)</b>								
Lall Baugh Stand, Portuguese Church Stand, Tardeo Stand, Chunam Kiln, Grant Road, Thakoordwar Temple or Fish Market ... ..	1	60	150	100	62	21	60	150 9
Parell Tank, Breach Candy Stand, Chowpatty, Dhobee Tullao, or Boree Bunder Railway Terminus ... ..	1	111	30	120	72	91	121	30 11
Sewree, Naigaum, the Breach, the Retreat, or Elphinstone Circle ... ..	2	21	60	150	93	32	21	60 14
Love Grove Sluices or Malabar Point ... ..	2	131	141	40	124	32	131	141 2
Mahim or Sion ... ..	4	32	131	141	26	54	32	131 11
<b>THE TARDEO STAND TO—</b>								
Junction of the Nepean and Warden Roads, Kumballa, Chowpatty, Portuguese Church Stand, the Two Tanks, the House of Correction, the Breach or half-way across the Breach Candy Causeway ... ..	0	110	70	50	31	10	110	70 5
The Retreat, the Hon. J. Sunkersett's House, Girgaum Road, Pydhownee, Mazagon Castle or Victoria Gardens ... ..	1	00	110	70	41	81	10	110 6
Malabar Hill Stand, Dhobee Tullao, Carnac Bunder, Mazagon Bunder, or Lall Baugh ... ..	1	60	150	100	62	21	60	150 9
Malabar Point, Elphinstone Circle, Lowjee Castle, Love Grove Sluices, or Boree Bunder Railway Terminus ... ..	1	111	30	120	72	91	121	30 11
Sewree or Wuddala ... ..	2	71	101	10	113	102	71	101 0
Mahim by the Breach Causeway ... ..	3	22	21	60	144	113	32	21 5
Sion ... ..	4	83	12	01	46	134	93	11 14
<b>THE MALABAR HILL STAND TO—</b>								
Chowpatty, or the Retreat ... ..	0	110	70	50	31	10	110	70 5
Gaumdevvee Stand, Portuguese Church Stand, or the Breach Police Station ... ..	1	00	110	70	41	81	10	110 6
Thakoordwar Temple, Breach Candy, or Tardeo Stand ... ..	1	60	150	100	62	21	60	150 9
Dhobee Tullao, Pydhownee, the J. J. Hospital, or half-way across the Breach Candy Causeway ... ..	1	111	30	120	72	91	121	30 11
Boree Bunder Railway Terminus, the Small Portuguese Church, Mazagon, the Victoria Gardens, or Mama Hajanee ... ..	2	21	60	150	93	32	21	60 14
Strangers' Lines, Elphinstone Circle, or Sumbhoo Mahadeo Pakaree ... ..	2	71	101	10	113	102	71	101 0

FROM	And Back.									
	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	Shigrams (two Horses).	Shigrams (one Horse).	Buggies.	Bullock Carts.	Shigrams (two Horses).	Shigrams (one Horse).
	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.	R.a.
<b>THE MALABAR HILL STAND TO—(Contd.)</b>										
Lall Baugh Stand ... ..	2	13	14	1	4	0	12	4	3	2
Parell Tank ... ..	3	8	2	5	1	9	0	15	5	4
Wuddala ... ..	4	3	2	13	1	14	1	2	6	5
Sion or Mahim ... ..	5	4	3	8	2	5	1	8	7	14
<b>THE BREACH CANDY STAND TO—</b>										
Love Grove, the junction of the Nepean and Warden Roads, Gaumdevvee, or the Byculia Club ... ..	0	1	1	0	7	0	5	0	3	1
Sumboo Mahadeo, the Retreat, Chowpatty, Portuguese Church Stand, Byculia Railway Station, or Two Tanks ...	1	0	0	1	1	0	7	0	4	1
Mathar Packaree, Worlee Hill, the Malabar Hill Stand, Thakoordwar Temple, Pydhownee, the County Gaol, Mazagon Castle, or Victoria Gardens ...	1	6	0	15	0	10	0	6	2	2
Worlee Sluices, Dhobee Tallao, Musjid Bunder, Mazagon Bunder, or Lall Baugh Stand ...	1	1	1	1	3	0	12	0	7	2
Boree Bunder Railway Terminus, or the Apollo Road near the Cross ...	2	2	1	6	0	15	0	9	3	3
Elphinstone Circle, Strangers' Lines, or Parell Tank ... ..	2	7	1	10	1	1	0	11	3	10
Wuddala or Sewree ... ..	3	2	2	1	6	0	14	4	1	3
Mahim by the Breach Causeway ...	2	13	1	14	1	4	0	12	4	3
Sion ... ..	4	15	3	4	2	3	1	5	7	6
<b>THE LALL BAUGH STAND TO—</b>										
Parell Tank, or Victoria Gardens ...	0	1	1	0	7	0	5	0	3	1
Naigaum, or the J. J. Hospital ...	1	0	0	1	1	0	7	0	4	1
Wuddala, Sewree, Worlee Sluices, Tardeo, the Nawab's Mosque, Bhendy Bazaar, the Chinch Bunder, or the Mazagon Bunder ... ..	1	6	0	15	0	10	0	6	2	2
Matoonga, Worlee, Breach Candy Stand, Gaumdevvee Stand, Portuguese Church Stand, Pydhownee, or Musjid Bunder ...	1	1	1	1	3	0	12	0	7	2
Chowpatty or Dhobee Tallao ... ..	2	2	1	6	0	15	0	9	3	3
Boree Bunder Railway Terminus ...	2	7	1	10	1	1	0	11	3	10
Mahim, the Elphinstone Circle, Strangers' Lines, or Malabar Hill Stand ...	2	13	1	14	1	4	0	12	4	3
Malabar Point or Sion. ... ..	3	2	2	1	6	0	14	1	3	3
The whole day from sunrise to sunset ...	11	4	7	8	5	0	3	0	...	...

Any of the abovementioned conveyances detained by the hirer, shall be paid for as follows :—11 annas for a Shigram with two Horses, 7 annas for a Cab.

or Shigram with one Horse, 5 annas for a Buggy, and 3 annas for a Bullock or Labour Cart for each hour of detention.

For any distance not included in the above, the fare shall be fixed according to the following rules :—11 annas for a Shigram with two Horses, 7 annas for a Cab or Shigram with one Horse, 5 annas for a buggy, and 3 annas for a Bullock or Labour Cart for every mile or fraction of a mile over and above any number of miles completed.

### SCALE OF PALANQUIN FARES.

With four Hamals.	{ For any distance not exceeding four miles, the same fare as for a Buggy, with four annas for each hour's detention.
	{ The whole day, from sunrise to sunset, Rs. 2-8.
With six Hamals	{ For any distance exceeding four miles, the same fare as for a Cab, with six annas for each hour's detention.
	{ The whole day, from sunrise to sunset, Rs. 3-8.

Conveyances discharged between any two of the above fares to pay the higher fare ; for instance, a Buggy taken from Lall Baugh Stand to between Malabar Hill Stand and Malabar Point will be paid Rs. 1-2.

### RATES OF TRAMWAY FARES.

COLABA to		BOREE BUNDER to	
	A. P.		A. P.
Municipal Office, Elphinstone Circle, or Boree Bunder, and vice versa	1 0	Market and vice versa	0 6
Money School or Market do.	1 6	Money School, or Mombadevi, and vice versa	0 9
Pydhownie and vice versa	2 0	Pydhownie and vice versa	1 0
Beyond Pydhownie and vice versa	3 0	Bellasis Road and vice versa	1 6
		Beyond Bellasis Road & vice versa	2 0
MUNICIPAL OFFICE to		MARKET or MONEY SCHOOL to	
	A. P.		A. P.
Money School, Market, or Pydhownie, and vice versa	1 0	Pydhownie and vice versa	0 9
Beyond Pydhownie and vice versa	2 0	Bellasis Road and vice versa	1 0
ELPHINSTONE CIRCLE to		PYDHOWNIE to	
	A. P.		A. P.
Market and vice versa	0 9	Byculla and vice versa	1 0
Money School, or Pydhownie, and vice versa	1 0		
Beyond Pydhownie and vice versa	2 0		

### RATES OF BOAT FARES FOR BOMBAY HARBOUR.

BOATS LICENSED UNDER ACT VI. OF 1863.

JOLLY BOATS.	FAIR SEASON.		MONSOON.	
	Crew 5 men.		Crew 5 men.	
	Rs.	A.	Rs.	A.
In Harbour per day	1	8	2	8
Half a day under 6 hours	1	0	1	4
Trip to a ship in the Harbour, & there discharged.	0	6	0	10
Trip of 2 hours	0	12	1	0
Every additional hour	0	3	0	4
Trip to a vessel below the Middle Ground	0	14	1	4
Ditto and back	1	2	1	10

BUNDER BOATS.	FAIR SEASON.				MONSOON.			
	Crew 13 men.	Crew 11 men.	Crew 9 men.	Crew 7 men.	Crew 13 men.	Crew 12 men.	Crew 9 men.	Crew 7 men.
<i>Season Limits—Fair Season from 1st October to 31st May; Monsoon from 1st June to 30th September.</i>								
Trip to Panwell or Tanna ...	Rs. 9 0	Rs. 8 0	Rs. 7 0	Rs. 6 0	Rs. 12 0	Rs. 0 0	Rs. 9 0	Rs. 8 0
Ditto Colsett Bunder .....	11 0	10 0	9 0	8 0	14 0	2 0	11 0	10 0
Ditto Bhewndy, Bassein, or Nagotna .....	13 0	12 0	11 0	10 0	15 0	13 0	12 0	11 0
Ditto Elephanta or Butcher's Island .....	6 0	5 0	4 0	3 0	8 0	7 0	6 0	5 0
Ditto on board of a ship in Harbour, and discharged within 4 hours..	3 8	3 0	2 8	2 0	5 0	4 8	3 8	3 0
Ditto ditto 2 hours .....	2 12	2 4	1 12	1 4	3 8	3 0	2 8	2 4
Ditto on board of a ship below the Middle Ground.	6 0	5 0	4 0	3 0	7 0	6 0	5 0	4 0
If detained for more than 4 hours until the hire comes to a day charge, per hour..	0 8	0 6	0 5	0 4	0 10	0 8	0 6	0 5
Per day .....	6 0	5 0	4 0	3 0	7 0	6 0	5 0	4 0

DINGHIES.	FAIR SEASON.	MONSOON.
	Crew 4 men.	Crew 4 men.
In Harbour per day .....	Rs. 2 0	Rs. 3 0
Half a day under 6 hours .....	1 0	1 8
Trip to a ship in the Harbour, and there discharged .....	0 8	1 0
Trip of 2 hours .....	0 10	1 0
Every additional hour ...	0 2	0 3
Trip to a vessel below the Middle Ground.....	0 10	1 4
Ditto and back.....	1 0	2 0

SUMBOOKS AND TONIES	Crew 2 men.	Crew 2 men.
	Rs. A.	Rs. A.
Trip to a ship in the Harbour.....	0 3	0 5
Ditto and back .....	0 5	0 8
All day .....	1 0	1 4

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PART II.

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BOMBAY DIRECTORY.

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# Bombay Directory.

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**H. E. M. JAMES**, Under-Secy., Rev., Finan. and Genl. Depts., *Offg.* Postmaster Genl., Bombay.

**T. D. MACKENZIE**, *Acting.*

**WASSOODEO PANDOORANG**, Uncov. Asst. Secy., Rev., Finan. and Genl. Depts.

**C. GONNE**, Secy. Political, Secret, Judicial, and Educational Depts.

**J. NUGENT**, Under-Secy. Political, Judicial, and Educational Depts., and Secy. to the Council of H. E. the Governor for making Laws and Regulations. (*On furlough.*)

**G. C. WHITWORTH**, *Acting.*

**JAMES MACNABB CAMPBELL**, on the special duty of compiling the Gazetteer.

**ANDREW WINGATE**, on Special Duty at Bombay for compiling the Administration Report.

**P. RYAN**, Barrister-at-Law, Uncov. Asst. Secy., Political, Educational, and Secret Depts.

**G. MILES**, Uncov. Asst. Secy. in the Judicial and Separate Depts. (*On leave.*)

**G. C. GILDER**, *Acting.*

**Bt.-Col. J. A. M. MACDONALD**, S.C., Secy., Military, Marine and Eccles. Depts.

**W. MAIDMENT**, Uncov. Asst. Secy.

The *Hon'ble* Maj.-Genl. **M. K. KENNEDY**, R.E., Secy., P. W. and Railway Depts.

**Lt.-Col. W. A. BAKER**, R.E., Under-Secy., P. W. Dept.

**W. C. HUGHES**, *ex-officio* Asst. Secy. to Govt., Irrigation Dept.

**C. LEVETT YEATS**, Uncov. Asst. Secy., P. W. Dept.

**Col. J. G. FIFE**, R.E., Under-Secy. to Govt., Irrigation Dept. (*On furlough.*)

**Col. C. J. MERRIMAN**, R.E., *Acting.*

**Lt.-Col. H. F. HANCOCK**, R.E., Under-Secy., Railway Dept.

**TRANSLATORS TO GOVERNMENT.**

<b>Venayek Wassoodew</b> , Oriental Translator.	<b>E. Menesse</b> , Portuguese Translator.
	<b>J. N. C. Beyts</b> , French Translator.

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(New Secretariat Buildings, Frere Town, Esplanade.)

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Assistant.

Capt. F. M. Hunter, Acting.

Surg. W. Nolan, Civil Surg. and Supt.  
of Jail.

Surg. G. W. R. Hay, M.D., Port Surg.

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Resident in charge of the District of  
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charge, Okhamandal Dist., and  
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Second in Comdt. S. Frontier Force.Surg. S. O'B. Banks, Actg. Civil  
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Collr. of Stamp Revenue.E. T. Candy, C.S., Actg. Judicial Asst.  
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J. Crowley, First Dy. Assistant.

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Pol. Agent in charge, Limree State.Surg. Maj. A. M. Blomfield, Actg. Civil  
Surgeon.E. H. Percival, C.S., Joint-Administra-  
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and Tutor to the young Maharajah.

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**THUR AND PARKUR.**

Capt R. I. Crawford, S.C., Political Superintendent.

**FOREIGN CONSULS AT BOMBAY.**

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AUSTRO-HUNGARIAN—J. Brandenburg, Consul-General. W. G. Hall, Consul.

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(*Opposite Bombay Post Office, Frere Town, Esplanade.*)

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Lt.-Col. W. A. Baker, Under-Secy. to Govt.

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Pryce Phillips, Examiner of P. W. Accounts.

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W. Barrow, Asst. Examiner (*Tem.*)

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S. M. Johnson, Assist. Examiner.

W. F. O'Donoghue, Assist. Examiner.

(*Tem.*)

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## MILITARY APPOINTMENTS.

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Major G. A. FURSE, 42nd Foot, Aide-de-Camp and Interpreter.

Captain W. W. CHARD, 7th Foot, Aide-de-Camp.

Subedar SHAIK EBRAHIM, 20th N. I.

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Adjt.-Genl.

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Maj., Bombay District.

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Carriage Factory, Colaba.

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Powder Factory, Kirkee. (*On furlough.*)

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tories.

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Comsry., Bombay.

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Capt. W. Luckhardt, *Actg.* Dy. Asst.  
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Commy. Genl.

Lt. G. B. E. Redcliff, S.C., *Actg.* Sub-  
Asst. Comsry. General.

Lt. H. S. A. Fuller, *Actg.* Sub-Asst.  
Comsry. General.



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Capt. H. F. Woodcock, Asst. Paymaster.

Lt.-Col. H. F. Disbrowe, Pension Paymaster.

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Dy. Surg.-Genl. W. G. Hunter, Dy. Surg.-Genl. Bombay.

Dy. Surg.-Genl. D. R. Mackinnon, Dy. Surg.-Genl., British Troops Bombay.

Surg. A. H. Hughes, Presidency Surg., 1st Dist., Malabar Hill.

Surg.-Maj. E. H. R. Langley, *Offg.* Presidency Surg., 2nd Dist., Esplanade.

Surg.-Maj. W. P. Partridge, Presidency Surg., 3rd Dist., Mazagon.

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Lt.-Col. W. T. Chitty, S.C., Controller of Military Accounts, Poona.

Capt. C. J. Durand, S.C., *Offg.* Examiner, Pay Dept.

S. Wright, Asst. Examiner, Pay Dept.

Lt.-Col. D. B. Young, S.C., *Offg.* Examiner, Commissariat, Barrack, and Clothing Accounts.

Capt. C. G. Cantley, *Offg.* Examiner, Ordnance Accounts.

Surg.-Maj. P. S. Turnbull, Examiner, Medical Accounts, in charge of the Military Fund, Medical Retiring Fund, and the Indian Service Family Pension Fund Office.

Capt. G. W. Sowyer, in charge Account Branch, Controller's Office.

Capt. J. A. Jacob, S.C., Supt. Army Schools.

Col. J. Thacker, Supt., Army Clothing, Lall Baugh, Parell.

**DISTRIBUTION OF THE BOMBAY ARMY.**

Corps.	Station.	Corps.	Station.
<b>CAVALRY.</b>		<b>C. BRIGADE, ROYAL HORSE ARTILLERY.</b>	
<i>British.</i>		D Battery ..... Kirkee.	
3rd (The King's Own) Hussars ... Mhow.		E Battery ..... Mhow.	
<i>Native.</i>			
1st Regt. Light Cavalry ..... Poona.		<b>4TH BRIGADE ROYAL ARTILLERY.</b>	
Squadron ..... Baroda.		Head Quarters ..... Ahmedabad.	
2nd Regt. Lt. Cavalry ..... Deesa.		A Battery ..... Kirkee.	
Squadron ..... Rajkote.		B Battery ..... Deesa.	
3rd Bt. Lt. Cavalry. Neemuch.		C Battery ..... Belgaum.	
Squadron ..... Nusseerabad.		D Battery ..... Hyderabad.	
Poona Horse ..... Siroor.		E Battery ..... Neemuch.	
Detachment ..... Khandeish.		F Battery ..... Ahmedabad.	
1st Bt. Sind Horse. Jacobabad.		G Battery ..... Nusseerabad.	
2nd do. do. ... Jacobabad.			
3rd do. do. ... Jacobabad.		<b>6TH BRIGADE ROYAL ARTILLERY.</b>	
Governor's Body		Head Quarters ..... Bombay.	
Guard ..... Bombay.		No. 1 Battery ..... Bombay.	
Aden Troop ..... Aden.		No. 2 Battery ..... Aden.	

Corps.	Station.	Corps.	Station.
No. 3 Battery .....	Aden.	56th (West Essex) Regiment .....	Kurrachee
No. 4 Battery .....	Mhow.	Detachment .....	Hydrabad
No. 5 Battery .....	Aden.		Under orders for Aden.
No. 6 Battery .....	Bombay.		
<b>9TH BRIGADE ROYAL ARTILLERY.</b>		66th (Berkshire) Regiment, Head Quarters .....	Ahmednuggur.
Head Quarters .....	Kirkee.	Wing .....	Bombay.
B Battery .....	Kurrachee.	Detachment .....	Sattara.
E Battery .....	Kirkee.	68th (Durham) Regt Detachment .....	Nusseerabad. Neemuch.
Half Battery .....	Baroda.		
F Battery .....	Ahmednuggur.	83rd (County of Dublin) Regt... Detachments .....	Deesa. Ahmedabad & Baroda.
<b>NATIVE ARTY.</b>			Under orders for Kurrachee and Hydrabad.
1 Mountain Battery	Rajkote.		
2 do. do. ....	Jacobabad.		
<b>SAPPHES AND MINERS.</b>		<i>Native.</i>	
Head Quarters .....	Kirkee.	1st Regt. (Grds.)...	Ahmedabad.
1st Company.....	Kirkee.	2nd Regt. (Grds.)...	Belgaum.
2nd Company.....	Kirkee.	3rd Regt. (Light)...	K. lapoor.
3rd Company .....	Kirkee.	4th Regt. (Rifles)...	Sattara.
4th Company .....	Aden.	Detachments .....	Bombay, and Asirgarh.
5th Company .....	Kirkee.		
<b>INFANTRY.</b> <i>British.</i>		5th Regt. (Light)...	Poona.
2nd (The Queen's Royal) Regt. 1st Battalion ...	Poona.	6th Regt.....	Aden.
7th (Royal Fusiliers) 2nd Battalion .....	Belgaum.	Detachment .....	Perim.
15th (York, East Riding) Regt. 2nd Battalion Head Quarters .....	Deesa.	7th Regt.....	Rajkote.
Detachment .....	Ahmedabad and Baroda.	Wing .....	Tanna.
17th Regt (Leicester- shire) 2nd Battal- ion, Head Quar- ters .....	Mhow.	8th Regt. ....	Poona.
Detachment.....	Asseerghur.	9th Regt. ....	Baroda.
Do. ....	Indore.	10th Regt. (Light) Wing.....	Mehidpoor. Agar.
55th (Westmore- land) Regiment...	Aden (under orders for England),	11th Regt.....	Bhooj.
		12th Regt.....	Dharwar.
		13th Regt.....	Maligaum.
		Wing.....	Ahmedabad.
		14th Regt.....	Belgaum.
		15th Regt.....	Ahmednuggur.
		16th Regt.....	Nusseerabad.
		17th Regt.....	Surat.

Corps.	Station.	Corps.	Station.
18th Regt.....	Deesa.	28th Regiment .....	Rajkote.
19th Regt.....	Sholapoor.	Detachment .....	Dwarka.
20th Regt.....	Bombay.	29th Regt. or 2nd	
21st Regt. or Marine		Belooch Regt.....	Kurrachee.
Battalion .....	Bombay.	30th Regt. or Jacob's	
22nd Regt. ....	Baroda.	Rifle Regt. ....	Jacobabad.
23rd Regt. (Light)..	Mhow.	Detachment .....	Sind Frontier.
24th Regt.....	Neemuch.		
25th Regt. (Light)..	Mhow.		
Wing.....	Indore.		
26th Regt.....	Poona.		
27th Regt. or 1st			
Belooch Regiment			
(Light) .....	Hyderabad.		

### SANTARIA.

Colaba.  
 Poorundhur.  
 Ghizri.  
 Mount Abu.  
 Salaba Khan's Tomb, Ahmednuggur.  
 Taragarh.  
 Bulsar.

## MARINE DEPARTMENT.

(Dockyard, Apollo Street.)

G. T. Robinson, Commander late I. N., Supt. of Marine, Dockyard and Resi- dent Transport Officer.	E. H. Ensor, Insp. Transport Flotilla.
George Ingle, late I. N., Secy. to the Supt. of Marine.	R. Hilton, Insp. of the Dockyard.
J. N. C. Beyts, Acctt. to the Dockyard, and Paymaster Hulks and Vessels in Ordinary.	Jamsetjee Dhunjeebhoy, Master Builder.
Henry Morland, Lt., late I. N., Agent for Transports, Asst. Resident Trans- port Officer, and Signal Officer.	Rustomjee Ardaseer, Asst. Master Builder.
Surg.-Maj E. H. R. Langley, Marine Surgeon.	C. Mathews, Chief Engineer and Insp. of Machinery.
G. B. Hewett, Lt., late I. N., Dock- master.	J. Brebner, Lt., late I. N., Shipping Master, and officer in charge Hydrau- lic Lift, Hogg Island.
G. O'B. Carew, Lt., late I. N., Marine Storekeeper.	W. H. Walker, Dy. Shipping Master.
C. Christian, Hony. Capt., Asst. Marine Storekeeper.	F. Doolittle, M.D., Medical Insp. of Seamen.
F. Kirchel, Master Boatswain of the Dockyard.	W. L. Searl, Lt., late I. N., Dy. Conser- vator and Master Attendant of the Port, and Registrar of Shipping, &c.
C. Powell, Master Sailmaker of the Dockyard.	W. G. Corke, 1st Asst. Master Attend- ant, and Protector of Emigrants.
	D. Jolly, 2nd Asst. Master Attendant and Harbour Master.

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W. E. Gordon, Dy. Acctt.-Genl.

W. Wells, Asst. Acctt.-Genl.

E. M. Palmer, *Offg.* Asst. to the Acctt.-General.R. E. Hamilton, Asst. to the Acctt. General. (*Offg.* Asst. Commr. of Paper Currency, Calcutta.)Babu Rajaninath Roy, M.A., *Offg.* Asst. to the Acctt. General.**MONEY ORDER OFFICE.***(New Secretariat.)*R. E. Hamilton, Asst. to Acctt.-Genl., in charge. (*On special duty.*)Babu Rajaninath Roy, *Actg.*

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C. Jones, Foreman of the Mint. (*On leave.*)J. Masson, *Acting.*

J. S. Maidment, Chief Asst. and Accountant

**ASSAY MASTER'S OFFICE.**Surg.-Maj. H. W. Graham, Assay Master. (*On leave.*)Surg.-Maj. P. F. Bellew, M.D., *Actg.*F. W. Peterson, *Acting* Dy. Assay Master.**LAND REVENUE DEPARTMENT.***(New Secretariat Buildings, Frere Town, Esplanade.)*

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**COTTON FRAUDS DEPARTMENT.**F. TURNER, *Actg.* Insp.-in-Chief. | S. J. HARRISON, Inspector.

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(Apollo Street.)

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(Barrister-at-Law), Chief Justice of Bombay.

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The *Hon'ble* LYTTTELTON HOLYOAKE BAYLEY (Barrister-at-Law).

The *Hon'ble* MAXWELL MELVILL, C.S.

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The *Hon'ble* RAYMOND WEST, M.A. (Barrister-at-Law). *On furlough.*

The *Hon'ble* ROBERT HILL PINHEY (Barrister-at-Law).

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Risley Verney Hearn, Govt. Solicitor and Public Prosecutor.

J. R. Naylor, C.S., Remembrancer of Legal Affairs.

*Hon.* Rao Saheb Vishvanath Narayen Mundlik, *Actg.* Govt. Pleader.

William Loudon, Administrator-General.

W. E. Hart, B.A. (Barrister-at-Law), Reporter to the High Court.

Khunderao C. Bedarkar, B.A., LL.B., and Harichundra Shamrao, Asst. Reporters.

## Officers of the High Court.—Original Side.

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G. H. Farran, M.A., Barrister-at-Law, *Actg.* Master and Registrar in Equity and Commr. for taking Accounts and Local Investigations, and Taxing Officer.

J. W. Orr, M.A., Barrister-at-Law, Prothonotary, Ecclesiastical and Admiralty Registrar.

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W. Adams, First Deputy Registrar.

Limjee Nowrojee Banajee, Barrister-at-Law, *Actg.* Second Dy. Registrar.

A. K. Oliver, Additional Dy. Registrar.

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J. J. Curnin, Dy. Clerk of the Crown.

C. W. L. Jackson, B.A., Barrister-at-Law, Clerk and Sealer of the Insolvent Debtors' Court.

H. Gamble, Official Assignee, Insolvent Debtors' Court.

J. D. Inverarity, B.A., LL.B., Barrister-at-Law, Examiner of the Court for the Relief of Insolvent Debtors.

Thomas Blaney, Sheriff of Bombay.

E. Van Der Strattan, Dy. Sheriff.

## Translators and Interpreters.

James Flynn, Chief Translator and Interpreter.

Ballajee Pandoorang, Second.

Shamrao Bhasker, Third.

Trimbukrao Bapoojee, Fourth.

Survotum Succaram, Fifth.

Goolam Mohideen, Persian and Arabic.

Ernest Menesse, Portuguese Translator and Interpreter.

**APPELLATE SIDE.—Mazagon.**

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Khunderao Chimunrao Bedarkar, B.A., LL.B., Dy. Registrar and Sealer.	
G. A. Summers, Asst. Registrar and Supt. of High Court Press.	Mahadeo Pandoorang, Deputy. Edulejee Nowrojee, Nam .

**Translators and Interpreters.**

Jayasatyabodhrao Trimbalrao and Raghwantrao Ramchunder, in Marathi and Canarese.	Harichundra Shamrao, in Marathi and Guzerathi. Bal Bhasker, in Marathi and Guzerathi.
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**BOMBAY SMALL CAUSE COURT.***(Esplanade, Piquet Road.)*

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A. Spencer, 2nd Judge. (Europe.)	Hormusjee Dadabhoy, Actg. 4th Judge.
E. Browning, Actg. 2nd Judge.	J. F. Spencer, Clerk of the Court.

**REGISTRATION DEPARTMENT.***(Top Floor of Currency Office, Meadow Street.)***T. M. FILGATE, Insp.-Genl. of Registration and Stamps.**

Atmaram Trimback, Head Assistant.

Byramjee Dadabhoy, Special Registrar, Sub-Registrar of Fort and Colaba,  
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E. Giles, B.A., Prof. of History and Political Economy. Actg. Educa- tional Inspector, N. E.D.)	Mirza Hirat, Prof. of Persian, and Hindustani Translator.

**ELPHINSTONE HIGH SCHOOL.—Esplanade, Piquet Road.**

.P. Jacob, Principal.

A. Barrett, Actg., Vice-Principal.

**SCHOOL OF ART AND INDUSTRY.—Esplanade.**

G. W. Terry, Superintendent and Acting Decorative Artist.	J. Griffiths, Decorative Artist (on special duty).
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- Surg.-Maj. H. J. Blanc, M.D.**, *Actg.* Prof. of Surgery and Clinical Surgery, and Senior Surgeon to Sir J. J. Hospital and Prof. of Dental Surgery.
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- Surg. I. B. Lyon**, Prof. of Chemistry and Medical Jurisprudence, Chemical Analyser to Government.
- Surg. J. Arnott**, Prof. of Pathology.
- Surg. W. F. Knapp**, Prof. of Anatomy, and Second Surg. to Sir J. J. Hospital.
- Surg. A. H. Hughes**, Prof. of Midwifery, and Obstetric Physician, Sir J. J. Hospital.
- Surg. W. Gray, M.B.**, Prof. of Botany.
- Asst. Surg. Bhicajee Amroot, G.G.M.C.**, Teacher of Anatomy and Physiology, Vernacular Class.
- Asst. Surg. Sakham Arjun, L.M.**, Teacher of Medicine and Midwifery, Vernacular Class.
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- Dhirajrao Dulpotram, G.G.M.C.**, Teacher of Anatomy and Physiology, Guzerathi Class.

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**MISCELLANEOUS.**

- Surg. Maj. P. Murphy, M.D.**, Supt. of Lunatic Asylum, Colaba.
- Sydney Smith, M.D.**, Health Officer of the Port.
- Surg. J. Raby, M.D.** Supt. Genl. of Vaccination.
- Asst. Surg. Anunta Chindroba**, Supt. of Vaccination, Bombay.
- Surg. Maj. T. G. Hewlett, Actg. Sanitary Commissioner.**
- Surg. Maj. H. V. Carter, Actg. Surg.**, Goculdas Tezpal Hospital.
- F. Chambers, Actg. Supt. Govt. Observatory, Colaba.**
- James Jardine, M.A.**, Perry Professor of Jurisprudence.
- E. T. Leith**, Barrister-at-Law, LL.M., and **W. C. Webb**, Barrister-at-Law, Government Professors of Law.
- Rev. D. C. Boyd, M.A.**, University Registrar.
- Rao Saheb Narayen Vishnoo Bapat**, Curator, Govt. Central Book Depot.
- Krishna Shastree Chiploonkur**, Reporter on the Native Press.
- Surg. W. F. Knapp**, Curator of Museum.
- J. Burgess, M. R. A. S., F. R. G. S.**, Archaeological Surveyor and Reporter to Government.
- Surgeon J. Anderson, K. L. S.**, House Surg. J. J. Hospital.
- Surg. A. H. Hughes**, Presidency Surg. First District.
- Surg. Maj. E. H. R. Langley**, Presidency Surg., Second Dist.
- Surg. Maj. W. P. Partridge**, Presidency Surg., Third Dist., in Medical charge of the County Jail, House of Correction, and Byculla Schools.
- G. M. Woodrow**, Supt. Botanical Gardens.
- J. Kingsmill**, Supt. Government Central Press.

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 (On leave.)

Rev. S. STEAD, M.A., *Acting*.

L. Fletcher, Registrar of the Diocese.

Rev. Ward Maule, LL.B., Chaplain, Presidency.

Rev. George Carew Reynell, M.A., Chaplain, Byculla.

Rev. A. G. Lewis, *Actg.* Garrison Chaplain.

Rev. C. F. H. Johnston, M.A., Chaplain, Colaba.

**ESTABLISHED CHURCH OF SCOTLAND.**

Rev. D. Macpherson, M.A., *Actg.* Senior Chaplain.

**CHURCH OF ROME.**

The Right Rev. L. MEURIN, Bishop.

**CUSTOMS DEPARTMENT.**

(*Marine Street, next to Town Hall.*)

Lestock Reid, C.S., Commr. and Re- porter Genl. of External Commerce for the Presidency of Bombay.	H. E. Jacomb, C.S., Dy. Commr., P. D. (On special duty.) A. C. Trevor, C.S., <i>Acting</i> .
Asst. Commissioners—H. L. Wright, Nilcunt Anunt Josey, T. Major, E. H. Aitken, Shapoorjee Jamasjee Bhowanuggree.	

**Preventive Service.**

J. Jarvis, Superintendent.

W. Stewart, Dy. Superintendent.

**SALT DEPARTMENT.**

C. B. Pritchard, C.S., Collector.

A. Taylor, Dy. Collector, S. D.

N. R. Oliver, Asst. Collector, in  
charge Head Quarters Office.

**Rates of Duty to be charged for Passengers' Baggage.**

Wearing Apparel in  
actual use.....Free.  
Do. for other parties 5 per Cent.  
Fire-arms, Ammunition  
(Cartridges, &c.) .....10    "  
Cabinet ware ..... 5    "  
Spirits.....Rs. 4 per Im. Gal.  
Beer, Ale, and Porter ... 0-1    "

Wines, Champagne,  
and all other spark-  
ling Wines.....Rs. 2-8 per Im. Gal.  
Claret, and Still Bur-  
gundy ..... 1-0    "  
All other sorts of still  
wines..... 1-8    "  
Saddlery and Harness... 5 per Cent.

**RULES FOR PERSONAL BAGGAGE.**

I. Personal Baggage consisting of Wearing Apparel, Bed and Table Linen in reasonable quantity and Bedding in actual use will be passed free.

II. Each Military Officer will be allowed to pass free one Military Saddle and Bridle. All Military Officers will be allowed to pass free such Fire-arms only as may be considered parts of their Military Equipment.

III. Engineer, Naval, and Medical Officers will be allowed to pass free all professional instruments for their own use.

NOTES.—All dutiable articles brought by Passengers either for themselves, or for others, will be charged with duty.

Dutiable articles, although old or in use, are not exempt from duty, unless they have been used in India before.

The Baggage of Passengers arriving from foreign Ports is subject to examination, and such Passengers should therefore bring or send with an Agent the keys of their Portmanteaus and Boxes to the Custom House.



## IMPORT TARIFF.

Names of Articles.	How Charged.	Tariff Valuation.	Rate of Duty.
	Per	Rs. A.	
Apparel, including Haberdashery and Millinery, but excluding Boots, Shoes, and Hosiery ... ..	...	<i>Ad valorem</i>	5 $\frac{1}{2}$ cent.
Arms, Ammunition, and Military Stores—			
Fire-arms, and parts thereof ... ..	...	<i>Ad valorem</i>	} 10 $\frac{1}{2}$ cent.
Gunpowder, common ... ..	lb	0 5	
Gunpowder, sporting ... ..	lb	1 0	
All other sorts ... ..	...	<i>Ad valorem</i>	
Brushes, all sorts ... ..	...	<i>Ad valorem</i>	}
Building and Engineering Materials—			
Asphalt ... ..	...	<i>Ad valorem</i>	
Cements, all sorts... ..	...	<i>Ad valorem</i>	
Earthenware piping ... ..	...	<i>Ad valorem</i>	}
Cabinet-ware and Furniture ... ..	...	<i>Ad valorem</i>	
Candles—			
Paraffin ... ..	lb	0 5	
Spermacetti ... ..	lb	0 8	}
Wax ... ..	lb	1 0	
All other sorts, including composition ... ..	lb	0 5	
Canes, Rattans, articles made of Cane or Rattan, and Basketwork—			}
Canes, Malacca ... ..	dozen	1 0	
Rattans ... ..	cwt	7 0	
All others sorts, except common bamboos, which are free... ..	...	<i>Ad valorem</i>	
Carriages and component parts thereof, except Railway Carriages and Trucks ... ..	...	<i>Ad valorem</i>	5 $\frac{1}{2}$ cent.
Chemical Products and Preparations—			
Acid, Sulphuric ... ..	lb	0 2	}
Alkali, country (sajji khar) ... ..	cwt	2 0	
Alum ... ..	cwt	4 0	
Arsenic ... ..	cwt	25 0	
Arsenic China Mansil ... ..	cwt	16 0	
Brimstone, flour ... ..	cwt	7 0	
Brimstone, roll ... ..	cwt	6 0	
Brimstone, rough ... ..	cwt	4 8	
Copperas, green ... ..	cwt	3 0	
Salammoniac ... ..	cwt	25 0	
All other sorts ... ..	...	<i>Ad valorem</i>	
Chinese and Japanese ware, including Lacquered ware, but excluding Earthen ware, China, and Porcelain ... ..	...	<i>Ad valorem</i>	

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
	Per	Rs. A.	
Clocks, Watches, & other Time-keepers	...	<i>Ad valorem</i>	5 $\frac{3}{4}$ cent.
Coir and articles made of Coir—			
Matting ... ..	...	<i>Ad valorem</i>	
Yarn of all kinds ... ..	cwt	9 0	
Other articles made of coir, except cables and rope ... ..	...	<i>Ad valorem</i>	
Coral, real ... ..	...	<i>Ad valorem</i>	
Cordage and Rope made of any vegetable fibre, except Cotton and Jute—			
Coir cables, tarred.. ... ..	cwt	10 0	
Coir rope ... ..	cwt	10 0	
Cordage, hémpe, European... ..	cwt	20 0	
Cordage, Manilla ... ..	cwt	25 0	
Twine, European, Sail ... ..	lb	0 8	
All other sorts ... ..	...	<i>Ad valorem</i>	
Cork and articles made of Cork—			
Bottle-corks ... ..	gross	1 8	
Vial-corks... ..	gross	0 8	
All other sorts ... ..	...	<i>Ad valorem</i>	
Cotton and articles made of Cotton—			
Cotton hosiery ... ..	...	<i>Ad valorem</i>	
Cotton, raw, not the produce of Continental Asia or Ceylon ... ..	...	<i>Ad valorem</i>	
Cotton rope ... ..	cwt	25 0	
Country canvas ... ..	cwt	50 0	
Piece Goods—			3 $\frac{1}{2}$ $\frac{3}{4}$ cent.
Grey—			
Jaconets, exceeding 10 by 10 to the quarter-inch ... ..	lb	0 12	
Jaconets, other sorts ... ..	lb	0 10 $\frac{1}{4}$	
Mulls ... ..	lb	1 1	
Printers... ..	lb	0 10 $\frac{1}{4}$	
Shirtings and Longcloths ... ..	lb	0 9	
T. Cloths 18 reed and upwards, and Madapollams ... ..	lb	0 9 $\frac{1}{4}$	
T. Cloths under 18 reed, Jeans, Domestic, Sheetings, & Drills... ..	lb	0 8	
Other sorts ... ..	...	<i>Ad valorem</i>	
Sewing Thread—			
Gos and Country ... ..	cwt	30 0	
On reels or cards containing 100 yards each, and <i>pro rata</i> above and below* ... ..	gross	3 0	
White and coloured ... ..	lb	1 0	
* Duty to be charged either on the mark or on the actual length.			
Twist—			
Mule—No. 15 and lower Nos. ... ..	lb	0 5	

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.		Rate of Duty.
	Per	Rs.	A.	
Cotton, &c.— <i>Contd.</i>				
Twist—				
Mule—Nos. 16 to 24 ... ..	lb	0	7	
Nos. 25 to 32 ... ..	lb	0	8	
Nos. 33 to 42 ... ..	lb	0	9½	
Nos. 43 to 52 ... ..	lb	0	11	
Nos. 53 to 60 ... ..	lb	0	12½	
Nos. 61 to 70 ... ..	lb	0	14	
Nos. 71 to 80 ... ..	lb	0	15	
And so on, one anna to be added to the valuation per lb. for every count of ten, or part of a count of ten, above 80.				
Water—No. 20 and lower Nos. ...	lb	0	8	3½ p cent.
Nos. 21 to 30 ... ..	lb	0	9½	
Nos. 31 to 40 ... ..	lb	0	11½	
Nos. 41 to 50 ... ..	lb	0	13	
Above 50 ... ..	lb	1	0	
Twist, Orange, Red, and other colours except Turkey Red*	lb	0	13	
Twist, Turkey Red, all kinds* ...	lb	1	6	
* Duty to be charged on the grey weight of the coloured yarn: when this is not ascertainable, the actual wharf weight, or invoice weight, to be taken.				
Cotton Goods, all other sorts ... ..	...	<i>Ad valorem</i>		
Drugs and Medicines, except Opium—				
Aloes, black ... ..	cwt	11	0	
Aloes, Socotra ... ..	cwt	25	0	
Assafetida (hing) ... ..	cwt	55	0	
Assafetida coarse (hingra) ... ..	cwt	10	0	
Camphor, Bhemsaini (baras) ... ..	lb	80	0	
Camphor, refined, cake ... ..	cwt	65	0	
Camphor, crude, in powder ... ..	cwt	40	0	
Cassia lignea ... ..	cwt	38	0	
Salsep ... ..	cwt	80	0	
Senna leaves ... ..	cwt	5	0	
All other sorts, except Quinine, which is free ... ..	...	<i>Ad valorem</i>		
Dyeing and Colouring Materials—				
Aniline dyes—Magenta and Roseine.	oz.	0	4	
Cochineal ... ..	lb	1	4	
Gallnuts, country, Myrabolam ... ..	cwt	4	0	
Gallnuts, Persian ... ..	cwt	25	0	
Madder or manjith ... ..	cwt	12	0	
Orchilla weed ... ..	cwt	5	0	
Sapan wood and root ... ..	cwt	5	0	
5 p cent.				

Names of Articles.	How Charged.	Tariff Valuation.	Rate of Duty.
<b>Dyeing &amp; Coloring Materials.—Contd.</b>	Per	Rs. A.	
All other sorts ... ..	...	<i>Ad valorem</i>	
<b>Earthenware (except Earthenware Piping), China, China Clay and Porcelain ... ..</b>	...	<i>Ad valorem</i>	
<b>Fireworks—</b>			
China ... ..	{ box of } 133½ lbs	30 0	
All other sorts ... ..	...	<i>Ad valorem</i>	
<b>Flax and articles made of Flax—</b>			
Canvas, European Sail, not exceeding 40 yards ... ..	bolt	15 0	
Piece Goods ... ..	...	<i>Ad valorem</i>	
All other sorts, including linen thread ... ..	...	<i>Ad valorem</i>	
<b>Fruits and Vegetables—</b>			
Almonds, without shell ... ..	cwt	30 0	
Almonds, in the shell ... ..	cwt	11 0	
Cajoo kernels ... ..	cwt	10 0	
Cocoanuts ... ..	thousand	30 0	
Cocoanuts kernel (copra) ... ..	cwt	8 8	
Currants, European ... ..	cwt	35 0	
Currants, Persian ... ..	cwt	12 0	
Dates, dry, in bags ... ..	cwt	4 8	
Dates, wet, in bags ... ..	cwt	3 8	
Dates, wet, in pots ... ..	cwt	7 0	
Figs, European ... ..	cwt	42 0	
Figs, Persian, dried ... ..	cwt	6 8	
Garlic ... ..	cwt	5 0	
Pistachio nuts ... ..	cwt	20 0	
Prunes, Bussorah ... ..	cwt	16 0	
Raisins, black, Persian Gulf, Red Sea, and Kishmish ... ..	cwt	16 0	
Raisins Munakka, Persian Gulf, and Red Sea ... ..	cwt	7 0	
Raisins Malaga and Bloom ... ..	lb	0 10	
Raisins, othersorts ... ..	...	<i>Ad valorem</i>	
Walnuts ... ..	cwt	5 8	
All othersorts, except Bed-Mushk, Bajarbattu nuts, and fresh fruits and vegetables not separately enumerated, which are free ... ..	...	<i>Ad valorem</i>	
<b>Glass, Glass-ware, Beads, False Pearls and False Corals—</b>			
Bangles, Glass, China, gilt ... ..	100 pairs	6 0	
Bangles, Glass, China, not gilt ... ..	100 pairs	3 0	
Beads, China ... ..	cwt	30 0	

5 p cent.

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
	Per	Rs. A.	
Glass, Glass-ware, &c.— <i>Contd.</i>		<i>Ad valorem</i>	
Coral, false ... ..	...	32 0	
Glass, China, of all colours ... ..	133½ lbs	32 0	
Glass, Crown, coloured ... ..	100 suppl. ft.	25 0	
Glass, Crown, of sizes ... ..	100 suppl. ft.	7 0	
Pearls, False—			
Bajria ... ..	lakh	5 0	
Boria ... ..	thousand	1 4	
Jouria ... ..	lakh	8 0	
Nathia ... ..	thousand	0 6	
Tachea ... ..	thousand	1 0	
Wattanah. ... ..	lakh	10 0	
All other sorts of beads, false pearls and glass, except bottles used to bottle beer, wine, spirit, or aerated waters, which are free ... ..	...	<i>Ad valorem</i>	
Gums, Gum Resins, and articles made of Gum or Gum Resin—			
Copal ... ..	cwt	65 0	
Cutch and Gambier ... ..	cwt	10 0	
Gum Ammoniac ... ..	cwt	12 0	
Gum Arabic ... ..	cwt	15 0	
Gum Bdellium (common gum) ... ..	cwt	5 0	
Gum Benjamin ... ..	cwt	40 0	
Gum Bysabol (coarse myrrh) ... ..	cwt	12 0	
Gum Olibanum or frankincense ... ..	cwt	12 0	
Kino ... ..	cwt	10 0	
Myrrh ... ..	cwt	30 0	
Myrrh Persian (false) ... ..	cwt	3 0	
Rosin ... ..	cwt	5 0	
All other sorts ... ..	...	<i>Ad valorem</i>	
Hardware and Cutlery, including Ironmongery and Plated ware, but excluding Machinery and the component parts thereof, which are free, and Agricultural Implements, which also are free ... ..	...	<i>Ad valorem</i>	
Hemp and articles made of Hemp—			
Piece Goods ... ..	...	<i>Ad valorem</i>	
All other sorts except rope ... ..	...	<i>Ad valorem</i>	
Hides and Skins, except raw or salted			
Hides or Skins, which are free—			
Hides—			
Border ... ..	each	30 0	
Buffalo ... ..	score	80 0	
Cow ... ..	score	60 0	
Skins—			
Calf ... ..	dozen	45 0	
Chamois ... ..	dozen	6 0	

5 ½ cent.

Names of Articles.	How Charged.	Tariff Valuation.	Rate of Duty.
<b>Hides and Skins, &amp;c.—Contd.</b>			
Skins—			
Goat ... ..	Per score	Rs. 16 0	} 5 p cent.
Lamb ... ..	score	6 0	
Roan ... ..	dozen	30 0	
Sheep ... ..	score	11 0	
All other sorts ... ..	...	Ad valorem	
<b>Instruments and Apparatus—</b>			
Musical ... ..	...	Ad valorem	}
Drawing, Measuring, Optical, Photographic (including materials for Photography), Surveying, and Surgical (including surgical appliances) ... ..	...	Ad valorem	
<b>Ivory and Ivory ware—</b>			
Unmanufactured—			
Elephants' grinders ... ..	cwt	125 0	} 5 p cent.
Elephants' tusks, each exceeding 20 lbs. in weight ... ..	cwt	450 0	
Elephants' tusks, not less than 10 lbs. and not exceeding 20 lbs. each ... ..	cwt	325 0	
Elephants' tusks, each less than 10 lbs ... ..	cwt	175 0	
Sea-cow or moye teeth, each not less than 3 lbs. ... ..	cwt	175 0	
Sea-cow or moye teeth, each less than 3 lbs. ... ..	cwt	60 0	
Articles made of ivory ... ..	...	Ad valorem	
<b>Jewellery, including Plate—</b>			
Silver ware, Plain ... } Other	tolah	1 2	}
„ Embossed } than	olah	1 8	
or chased. } European.	...	Ad valorem	
All other sorts, except Precious Stones and Pearls, which are free.	...	Ad valorem	
<b>Leather, and articles made of Leather, including Boots, Shoes, Harness and Saddlery, but excluding Belting for driving Machinery, which is free ... ..</b>	...	Ad valorem	
<b>Liquors—</b>			
Ale, Beer, and Porter ... ..	{ impl. gal. or 6 qrt. bottles... }	...	1 Anna.
Cider, and other fermented liquors.			
Liqueurs ... ..	do.	...	Rs 4.

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
<b>Liquors—Contd.</b>	Per	Rs.    A.	
Spirits, for use exclusively in Arts or Manufactures or in Chemistry, which has been rendered effectually and permanently unfit for human consumption ... ..	...	<i>Ad valorem</i>	10 $\frac{1}{2}$ cent.
Spirits, other sorts ... ..	{ impl. gal. or 6 qrt. bot. of the strength of London proof. }	...	{ Rs. 4, and the duty to be increased in proportion as the strength of the Spirits exceeds London proof. }
<b>Wines—</b>			
Champagne and all other Sparkling Wines ... ..	{ impl. gal. or 6 qrt. bot. }	...	Rs 2-8.
Claret, and Still Burgundy ... ..	do.	...	Rs 1-0.
All other sorts of Still Wines ... ..	do.	...	Rs 1-8.
Matches, Lucifer, and all other sorts...	...	<i>Ad valorem</i>	
<b>Mats—</b>			
Floor matting, China and Singapore, of all sorts... ..	hundred	70    0	
All other sorts except coir matting...	...	<i>Ad valorem</i>	
<b>Metals, unwrought, wrought, and articles made of Metals—</b>			
<b>Brass—</b>			
Beads, Ghungri, China ... ..	thousand	0    14	
Old ... ..	cwt	35    0	
Sheets, rolls, very thin ... ..	cwt	90    0	
Wire ... ..	lb	0    8	
All other sorts ... ..	...	<i>Ad valorem</i>	
<b>Copper—</b>			
Australian cake... ..	cwt	50    0	} 5 $\frac{1}{2}$ cent.
Bolt ... ..	cwt	50    0	
Brazier's ... ..	cwt	52    0	
China cash ... ..	cwt	30    0	
Japan ... ..	cwt	48    0	
Nails and composition nails ... ..	cwt	48    0	
Old ... ..	cwt	48    0	
Pigs and slabs, foreign ... ..	cwt	46    0	
Sheet, sheathing, and plate ... ..	cwt	52    0	
Tiles, ingots, cakes, and bricks ... ..	cwt	48    0	
Other sorts, unmanufactured ... ..	...	<i>Ad valorem</i>	
China white copper-ware ... ..	lb	1    2	
Foil or dakpana... ..	100 leaves	3    0	
Wire ... ..	lb	0    10	
All other sorts ... ..	...	<i>Ad val rem</i>	

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
<b>Metals, &amp;c —Contd.</b>	Per	Rs. A.	} 5 $\frac{1}{2}$ cent.
Gold Leaf, European ... ..	100 leaves	3 0	
Gold Leaf, Mock ... ..	20 books	5 0	
Iron—			
Anchors and cables ... ..	...	<i>Ad valorem</i>	} 1 $\frac{1}{2}$ cent.
Angle and T iron ... ..	...	<i>Ad valorem</i>	
Beams, pillars, girders, bridge-work, and other descriptions of iron, imported exclusively for building purposes ... ..	...	<i>Ad valorem</i>	
Flat, square and bolt, including			
Scotch ... ..	ton	100 0	
Galvanised ... ..	cwt	11 0	
Sheets and ridging ... ..	cwt	11 0	
Hoop, plate and sheet ... ..	ton	135 0	
Nails, rose, clasp, and flat-headed, rivets and washers ... ..	cwt	12 8	
Nails, other sorts, including galvanised ... ..	...	<i>Ad valorem</i>	
Nail rod... ..	ton	120 0	} 5 $\frac{1}{2}$ cent.
Old ... ..	cwt	2 0	
Pig ... ..	ton	55 0	
Pipes and tubes ... ..		<i>Ad valorem</i>	
Rice bowls ... ..	set of ten	4 0	
Ditto ... ..	set of six	2 0	
Rod, round, British, not exceeding half-inch diameter... ..	ton	130 0	
Rod, exceeding half-inch diameter.	ton	100 0	
Swedish, flat and square... ..	ton	160 0	
Tinned plates ... ..	cwt	15 0	
All other sorts, including wire, but excluding railway materials, and kentledge, which last-named article is free ... ..		<i>Ad valorem</i>	} 5 $\frac{1}{2}$ cent.
Lametta, double reels ... ..	score	4 8	
Lametta, single reels ... ..	score	2 4	
<b>Lead—</b>			
Ore, Galena ... ..	cwt	13 0	
Pig ... ..	cwt	11 0	
Pipes ... ..		<i>Ad valorem</i>	
Sheets, tea ... ..	cwt	20 0	
Sheets, other sorts ... ..	cwt	12 0	
Oradue and brass leaves, foreign, European ... ..	lb	1 2	
Ditto ditto ditto China ... ..	lb	0 14	
Patent or Yellow Metals, sheathing sheets, and bolts ... ..	cwt	42 0	} 5 $\frac{1}{2}$ cent.
Ditto ditto ditto old ... ..	cwt	37 0	
Quicksilver ... ..	lb	2 8	
Shot, bird ... ..	cwt	16 0	



NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
	Per	Rs. A.	
<b>Metals, &amp;c.—Contd.</b>			
Steel, excluding railway materials—			
Blistered ... ..	cwt	9 0	
British and foreign other than Swedish ... ..	cwt	9 0	
Cast ... ..	cwt	25 0	
Spring ... ..	cwt	10 0	
Swedish ... ..	cwt	10 0	
Tin, Block ... ..	cwt	50 0	
Tin, other sorts ... ..	...	<i>Ad valorem</i>	
Zinc or Spelter—			
Nails ... ..	cwt	14 0	
Plate and other shapes, soft ... ..	cwt	15 0	
Plate and other shapes, hard ... ..	cwt	11 0	
Sheet or Zinc sheathing... ..	cwt	17 0	
All other sorts ... ..	...	<i>Ad valorem</i>	
Military and other Uniforms and Accoutrements, &c., except Uniforms and Accoutrements imported by a public servant for his personal use, which are free ... ..	...	<i>Ad valorem</i>	5 p cent.
Naval Stores not otherwise described, except Oakum, which is free ... ..	...	<i>Ad valorem</i>	
<b>Oils—</b>			
Cassia ... ..	lb	3 0	
Cocoanut ... ..	cwt	15 0	
Grass ... ..	lb	1 12	
Jinjili or til ... ..	cwt	15 0	
Kerosine, paraffin, petroleum, rock and shale oils of all descriptions... ..	impl. gal.	0 12	
Linseed, European. ... ..	impl. gal.	2 0	
Naphtha ... ..	cwt	30 0	
Otto of sorts ... ..	oz	10 0	
Sandalwood ... ..	lb	8 0	
Turpentine ... ..	impl. gal.	1 10	
Whale (except spermaceti) and fish. Wood ... ..	cwt	15 0	
Wood ... ..	cwt	15 0	
All other sorts, except cocum and slush fat, which are free ... ..	...	<i>Ad valorem</i>	
Oil and Floor Cloth ... ..	...	<i>Ad valorem</i>	
Opium not covered by a Government Pass ... ..	} seer of } 80 tolahs }	...	Rs 24.
Paints, Colours, Painters' Materials, and compositions for application to Leather and Metals—			
Ochre other than European, all colours ... ..	cwt	1 8	5 p cent.

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
<b>Paints, Colours, &amp;c.—Contd.</b>	Per	Rs. A.	
Paints of sorts ... ..	cwt	12 0	} 5 $\frac{1}{2}$ cent.
Paints, Composition ... ..	cwt	25 0	
Paints, Patent driers ... ..	cwt	14 0	
Prussian blue, China ... ..	lb	0 8	
Prussian blue, European ... ..	lb	1 8	
Red lead ... ..	cwt	14 0	
Turpentine ... ..	impl. gal.	1 10	
Verdigris ... ..	cwt	75 0	
Vermillion, Canton ... ..	{ box of 90 bdls. }	150 0	
White lead ... ..	cwt	12 0	
All other sorts ... ..	...	<i>Ad valorem</i>	
Paper—			
Wall paper ... ..	...	<i>Ad valorem</i>	
Perfumery—			
Atary, Persian ... ..	cwt	15 0	
Perfumed Spirit in wood, or in bottles containing more than half a pint ... ..	impl. gal.	13 ... 0	} Rs. 4.
Rose-flowers, dried ... ..	cwt	1 12	
Rose-water ... ..	impl. gal.	1 12	
All other sorts, including perfumed spirits in bottles containing not more than half a pint ... ..	...	<i>Ad valorem</i>	
Piece Goods, not otherwise described. ... ..	...	<i>Ad valorem</i>	
Pipes and other Implements used in the consumption of Tobacco ... ..	...	<i>Ad valorem</i>	
Pitch, Tar, and Dammer—			
Bitumen ... ..	...	<i>Ad valorem</i>	
Dammer ... ..	cwt	5 0	
Pitch, American and European ... ..	cwt	6 0	
Pitch, Coal ... ..	cwt	2 8	
Tar, American and European ... ..	cwt	6 0	
Tar, Coal ... ..	cwt	2 8	
Tar, Mineral ... ..	...	<i>Ad valorem</i>	} 5 $\frac{1}{2}$ cent.
<b>Provisions and Oilman's Stores—</b>			
Bacon in canisters, jowls and cheeks ... ..	lb	0 9	
Beef and Pork ... ..	{ tierce of 3 cwt }	60 0	
Beef and Pork ... ..	{ barrel of 2 cwt }	40 0	
Cheese ... ..	lb	0 10	
China Preserves ... ..	box of 6 jars	8 0	
Flour ... ..	{ barrel or sack of 200 lbs. }	15 0	
Ghee ... ..	cwt	36 0	
Groceries not otherwise described ... ..	...	<i>Ad valorem</i>	

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
<b>Provisions &amp; Oilman's Stores.—Contd.</b>			
Pork Hams ... ..	Per lb	Rs. 0 10	5 $\frac{1}{2}$ cent.
Salted Fish* ... ..	cwt	...	12 Annas*
* Duty to be levied only on salted fish imported into the Bombay Presidency except Sindh, and into such other parts of British India as the Governor General in Council may, by notification in the <i>Gazette of India</i> , from time to time, direct.			
Tongues, salted ... ..	keg of six	10 0	} 5 $\frac{1}{2}$ cent.
Vinegar, European, in wood ...	impl. gal.	1 8	
Vinegar, Persian ... ..	impl. gal.	0 12	
Vinegar, Country ... ..	impl. gal.	0 6	
All other sorts, except bêche-de-mer, fishmaws, sharkfins, singally and sozille, which are free ... ..	...	Ad valorem	
<b>Railway Materials—</b>			
Of Iron ... ..	...	Ad valorem	} 1 $\frac{1}{2}$ cent.
Steel rails and other articles made of steel intended for the permanent-way of railways ... ..	...	Ad valorem	
All other sorts, including carriages and trucks ... ..	...	Ad valorem	5 $\frac{1}{2}$ cent.
<b>Salt—</b>			
Imported into British Burma ...	Ind. md. of 3,200 tolahs. }	...	3 Annas.
Imported into Bengal ... ..	Do.	...	Rs 3-4.
Imported into any other part of British India ... ..	Do.	...	Rs 1-13.
<b>Seeds—</b>			
Castor ... ..	cwt	4 8	} 5 $\frac{1}{2}$ cent.
Cummin ... ..	cwt	13 0	
Cummin, Black ... ..	cwt	4 8	
Linseed ... ..	cwt	5 8	
Methi ... ..	cwt	4 0	
Mustard, rape, or sarson ... ..	cwt	4 8	
Quince seed or bihi-dana ... ..	cwt	30 0	
Sozira ... ..	cwt	20 0	
All other sorts, except seeds imported by any public society for gratuitous distribution, which are free ... ..	...	Ad valorem	
<b>Shells and Cowries—</b>			
<b>Chanks—</b>			
Large shells, for cameos ... ..	hundred	10 0	}
White, alive ... ..	hundred	6 0	
White, dead ... ..	hundred	3 0	

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
	Per	Rs.    A.	
<b>Shells and Cowries. <i>Co id.</i></b>			
Cowras—			
From Mozambique and Zanzibar	hundred	3    0	} 5 % cent.
From other places	hundred	0    8	
Cowries—			
Bazaar, Common	cwt	2    8	
Maldiva...	cwt	10   0	
Sankhli...	cwt	50   0	
Yellow, superior quality...	cwt	5    0	
Mother-o'-pearl	cwt	30   0	
Tortoise-shell	lb	8    0	
Tortoise-nakh	lb	1    0	
All other sorts, including nakhla	...	<i>Ad valorem</i>	
<b>Silk and articles made of Silk—</b>			
Floss	lb	8    0	
Piece Goods	...	<i>Ad valorem</i>	
Raw Silk—			
Chaharam and Cochin China	lb	4    0	
Mathow	lb	1   12	
Other kinds of China	lb	7    0	
Panjam and Kachra	lb	1    4	
Persian	lb	5    0	
Siam	lb	2    8	
Sewing thread, China	lb	8    0	
All other sorts	...	<i>Ad valorem</i>	
<b>Soap</b>	...	<i>Ad valorem</i>	
<b>Spices—</b>			
Aniseed Star	cwt	35   0	
Betelnuts—			
Goa	cwt	12   0	
In the husk	thousand	2    0	
White, Srivarddhan	cwt	18   0	
All other sorts	cwt	5    0	
Chillies, dried	cwt	8    0	
Cloves	cwt	40   0	
Cloves in seeds, Narlavang	cwt	16   0	
Mace	lb	1    2	
Nutmegs	lb	1    0	
Nutmegs in shell	lb	0    8	
Pepper, black and long	cwt	25   0	
Pepper, white	cwt	32   0	
All other sorts	...	<i>Ad valorem</i>	
<b>Stationery (except paper, which is free)</b>	...	<i>Ad valorem</i>	
<b>Sugar—</b>			
China, candy	cwt	20   0	
Loaf	cwt	23   0	
Soft	cwt	13   8	
All other sorts of saccharine produce.	...	<i>Ad valorem</i>	

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
Tea—	Per	Rs. A.	} 5 p cent.
Black ... ..	lb	0 12	
Green ... ..	lb	1 4	
Tobacco—			
Manufactured ... ..	...	<i>Ad valorem</i>	
Unmanufactured ... ..	...	<i>Ad valorem</i>	
Toilet Requisites, not otherwise de- scribed ... ..	...	<i>Ad valorem</i>	
Toys and Requisites for all Games ...	...	<i>Ad valorem</i>	
Umbrellas—			
China paper kettisals ... ..	box of 110	30 0	
Cotton, steel-ribbed ... ..	each	0 13	} 5 p cent.
Cotton, cane-ribbed ... ..	each	0 12	
Cotton, oiled, other than European.	each	0 10	
All other sorts ... ..	...	<i>Ad valorem</i>	
Woollen Goods—			
Braid ... ..	...	<i>Ad valorem</i>	
Hosiery ... ..	...	<i>Ad valorem</i>	
Piece Goods ... ..	...	<i>Ad valorem</i>	
All other sorts ... ..	...	<i>Ad valorem</i>	

## EXPORT TARIFF.

NAMES OF ARTICLES.	How Charged.	Tariff Valuation.	Rate of Duty.
Dyeing and Colouring Materials—	Per	Rs. A.	} Rs 3.
Indigo—			
Leaves, green or dry ... ..	ton	...	
Manufactured ... ..	{ Indian maund of 3,200 tolahs. }	...	} 3 Annas.
Grain and Pulse—			
Rice in the husk (paddy) ... ..	Do.	...	
Rice not in the husk ... ..	Do.	...	} 4 p cent.
Lac—			
Button ... ..	cwt	65 0	
Seed ... ..	cwt	45 0	
Shell ... ..	cwt	80 0	
Stick ... ..	cwt	35 0	
All other sorts, except lac-dye, which is free ... ..	...	<i>Ad valorem</i>	

WHITLEY STOKES, Secy. to the Govt. of India.

In exercise of the powers conferred by Section 6, Clause 'b' of the Indian Tariff Act, 1875, the Governor-General in Council is pleased to direct as follows :—

- (1).—No Import Duty shall be levied on Salted Fish imported from any port in any part of British India except British Burma and Sindh, and protected by the certificate of an officer empowered in that behalf by the Local Government, that duty has been paid upon the salt used in curing such fish.
- (2).—The duty chargeable on Fish thus protected, and imported from any port in Sindh shall be Nine Annas a hundredweight.
- (3).—Salt, Opium, and Spirits imported from any port in British India and protected by the certificate of an officer empowered in that behalf by the Governor-General in Council or the Local Government, shall be chargeable with only the amount, if any, by which the duty leviable thereon under Schedule A to the said Act, exceeds the duty shown by such certificate, to have been already paid in respect of the article thus protected. The amount (if any) paid to the Government, in the Presidency of Fort St. George, or elsewhere, as the price of Salt, Spirit, or Opium shall not be deemed to be duty within the meaning of this paragraph.

R. B. CHAPMAN, Secy. to the Govt. of India.

Simla, 5th August, 1875.

### CUSTOMS BONDED WAREHOUSE.

TABLE OF RATES FOR STORING, AND DELIVERING, AND RENT.

ENUMERATION OF GOODS.	How Charged.	Storing and Delivering	Rent per Week.
		Rs. A. P.	Rs. A. P.
Alum ... ..	Per cwt	0 1 4	0 0 4
Beef and Pork ... ..	tierce	0 5 0	0 1 3
Do ... ..	barrel	0 4 0	0 1 0
Beer, Wines, and Spirits	dozen quarts	0 0 9	0 0 2
Do ... ..	barrel	0 4 0	0 1 0
Do ... ..	hhd	0 8 0	0 2 0
Do ... ..	butt	0 12 0	0 3 0
Betelnut ... ..	cwt	0 1 0	0 0 3
Bullion ... ..	package	1 0 0	0 8 0
Canvas ... ..	bale of 6 cwt	0 6 0	0 1 6
Carriage ... ..	4-wheeled	5 0 0	1 4 0
Do ... ..	2-wheeled	3 0 0	0 12 0
Cement ... ..	barrel	0 4 0	0 1 0
Cloves ... ..	cwt	0 1 0	0 0 3
Coffee ... ..	cwt	0 1 0	0 0 3
Copper, Yellow Metal, Iron, and Zinc			
Sheets ... ..	case of 10 cwt	0 12 0	0 2 0
Do ... ..	case of 5 cwt	0 6 0	0 1 0
Copperas ... ..	cwt	0 1 3	0 0 4
Cotton ... ..	bale	0 6 0	0 1
Dates ... ..	cwt	0 1 6	0 0

ENUMERATION OF GOODS.				How Charged.	Storing and Delivering.	Rent per Week.
				Per	Rs. A. P.	Rs. A. P.
Earthenware ... ..	...	...	...	{ largecrate or cask }	0 12 0	0 3 0
Flour ... ..	...	...	...	barrel	0 4 0	0 1 0
Gums ... ..	...	...	...	cwt	0 1 0	0 0 3
Gunny received by land	...	...	...	} bale of 5 cwt	{ 0 6 0	} 0 1 6
Ditto water	...	...	...		{ 0 9 0	
Glass ( <i>vide</i> Earthenware)	...	...	...	...	...	...
Hardware ... ..	...	...	...	ton	1 8 0	0 5 0
Iron Nails ... ..	...	...	...	cwt	0 1 4	0 0 4
Do Bars, loose and in bundles	...	...	...	ton	1 8 0	0 4 0
Do Machinery ... ..	...	...	...	ton	1 8 0	0 4 0
Do Bundles Hoop ... ..	...	...	...	ton	1 8 0	0 4 0
Ivory (Elephant), and Sea-horse Teeth.	...	...	...	cwt	0 3 0	0 0 9
Jewellery ... ..	...	...	...	package	1 0 0	0 8 0
Lead ... ..	...	...	...	ton	1 8 0	0 4 0
Mats (China) ... ..	...	...	...	bundle	0 6 0	0 1 6
Oilman's Stores ... ..	...	...	...	dozen quarts	0 0 9	0 0 2
Paint of all sorts ... ..	...	...	...	cwt	0 1 4	0 0 4
Paper ... ..	...	...	...	case	0 5 0	0 1 3
Pepper ... ..	...	...	...	cwt	0 1 0	0 0 3
Piece Goods, Twist, &c. ... ..	...	...	...	package	0 5 0	0 1 0
If brought to door of Customs Bonded Warehouse by owners	...	...	...	package	0 3 6	0 1 0
Rice ... ..	...	...	...	cwt	0 1 0	0 0 3
Rope ... ..	...	...	...	cwt	0 1 4	0 0 4
Shark Fins ... ..	...	...	...	cwt	0 3 0	0 1 6
Silk ... ..	...	...	...	case or ball	0 5 0	0 1 3
Spirits ( <i>vide</i> Beer) ... ..	...	...	...	...	...	...
Seeds of all sorts ... ..	...	...	...	cwt	0 1 0	0 0 3
Sugar ... ..	...	...	...	cwt	0 1 0	0 0 3
Tea ... ..	...	...	...	cwt	0 4 0	0 1 4
Tiles of Copper, Zinc, and Spelter	...	...	...	ton	1 8 0	0 4 0
Tobacco ... ..	...	...	...	case of 168 lbs.	0 4 0	0 1 0
Wine ( <i>vide</i> Beer) ... ..	...	...	...	...	...	...
Wool ... ..	...	...	...	bale	0 6 0	0 1 6
<i>Articles not enumerated in the above List.</i>						
If charged by Weight from ... ..	...	...	...	...	1 4 0	0 4 0
to ... ..	...	...	...	...	1 8 0	0 6 0
If charged by Measurement ... ..	...	...	...	...	0 0 6	0 0 3
					per cub. ft.	per 2 cub. ft.

All unclaimed goods to be charged at double the above rates for rent.

On articles not enumerated in the Table of Rates no less charge than one anna per package will be made for storing and delivering, and six pies per week for rent.

L. REID,

Commissioner of Customs, Salt, and Opium.

## BOMBAY PORT TRUST.

SCALE of LANDING, SHIPPING, WHARFAGE and CRANAGE CHARGES, of charges for Storage and Demurrage of Goods; for permission for Vessels or Boats to approach or be alongside, and for animals or vehicles carrying goods and merchandise to or from, or entering upon or plying for hire at or on any of the "Port Trust" Bunders, Wharves, Landing Places, Piers or Harbours; leviable under Section LVIII. of Act I. of 1873.

<i>Rs. a. p.</i>		<i>Rs. a. p.</i>	
Ale, Beer, & Porter ...	0 4 0 per hhd	*Bricks, Foreign ...	1 8 0 per 1000
Do ...	0 2 0 per case	Brooms ...	0 0 6 per 100
	or cask of 4 doz	Brushes ...	0 2 0 per box
Do ...	0 1 0 per case	*Ballast, under 25 tons. 1	0 0 per boat
	under 4 dozens	* Do from 25 to 50 tons. 2	0 0 "
Do pints ...	(half the above charges.)	* Do above 50 tons. 2	8 0 "
Amboossee ...	0 12 0 per ton	Bullion ...	0 1 0 per box or package
Apparel, Wearing, not accompanying Passenger ...	0 2 0 per case	Burroo (Country Pens). 0	1 0 per pkg of 500
Arrowroot ...	0 9 0 per ton	Butts, Pipes, Puncheons ...	0 2 0 each
Do no weight given. 0	2 0 per case or package	Hogshead, Cask, or Quarter-Cask ...	0 1 0 "
Asphalte ...	0 6 0 per ton	Kegs ...	0 0 6 "
Bangles, Country ...	0 1 0 per pkg	Cabinet Ware—	
Do Foreign ...	0 2 0 per case	Bagatelle Tables (Slate and Wood, complete ...	2 0 0 each
Bardans (old gunny-bags) ...	0 1 0 per bdle	Cabinet Furniture ...	0 2 0 per case
Baskets, Cane ...	0 1 0 per doz	Billiard Tables, complete ...	5 0 0 each
Do Bamboo or Mat. 0	0 6 "	Furniture not accompanying Passenger. 0	1 0 per case of 10 c ft & under
Beads ...	0 2 0 per case	Do ...	0 2 0 from 10 to 20 c ft
Bedsteads, { double ... 0 8 0 each		Do ...	0 4 0 from 20 to 40 c ft
Complete { single ... 0 2 0 "		Do do Chairs. 0	0 6 each
English { children. 0	2 0 "	Lacquered Ware ...	0 2 0 per pkg
Bedsteads, Country ...	0 2 0 "	Toys ...	0 2 0 per case
Beef or Pork ...	0 4 0 per tierce	Trunks commonwood. 0	2 0 each
Do ...	0 2 0 per barrel	Do camphorwood	
Betel-leaves ...	0 0 6 per pkg	Do large ...	0 1 0 "
Betel-nuts ...	0 12 0 per ton	Do do small ...	0 0 6 "
Biscuits, Fancy ...	0 2 0 per case	*Cadjans, boat's reg ...	0 4 0 per ton
Blacking ...	0 2 0 do or cask	Cages ...	0 1 0 per do
Blocks, Iron and Brass. 0	3 0 per doz	Do Fancy ...	0 2 0 "
Do, Wooden ...	0 2 0 "	Camby Stones ...	0 2 0 per pkg
*Boats, Jolly Boats ...	0 8 0 each	Candles, 25 to 30 lbs ...	0 0 6 per box
* Do Muchwas and Bullows ...	0 8 0 "	Do 31 to 60 lbs ...	0 1 0 "
* Do Hodies ...	0 4 0 "	Do over 60 lbs ...	0 4 0 "
* Bones ...	0 9 0 per ton	Canes (Rattans) ...	0 12 0 per ton
Boots & Shoes, English. 0	3 0 per box or case	Do Malacca ...	0 1 0 per doz
Do Country. 0	1 0 per bdle or package	Canvas ...	0 2 6 per bale
Bread & Ship's Biscuits. 0	12 0 per ton	Canvas, 2 bolts ...	0 1 0 per bdle
Bricks, Bath ...	0 1 0 per case		
* Do & Tiles, Country. 0	4 0 per register ton of vessel		



	<i>Rs. a p.</i>		<i>Rs. a p.</i>
Cards, Playing ...	0 2 0 per case	Cutlery ...	0 2 0 per case
* Carriages (4-wheeled) ...	4 0 0 each	Cochineal ...	2 8 0 per ton
* Do (2-wheeled) ...	3 0 0 "	Dammer ...	0 9 0
* Do Country Carts ...	0 8 0 "	Dinner Leaves ...	0 0 3 per 1000
* Do Do Cart		Dishes, wooden ...	0 1 0 per score
Wheels ...	0 4 0 per pair	Drugs, Medicines, and	
* Do Omnibuses ...	6 0 0 each	Chemicals—	
Do Bycycles ...	0 4 0 "	Aloes, Assafoetida or	
Do Perambulators ...	0 4 0 "	Hing, Bhang, Cam-	
Cement ...	0 8 0 per ton	phor, and Ganja ...	1 4 0 per ton
* Chalk ...	0 6 0 "	Alkali, Alum, Amul-	
* Charcoal, boat's reg ...	0 4 0 "	sar or Crystallized	
Do loose, weight stated ...	0 4 0 "	Sulphur, Anti-	
Cheese ...	0 2 0 per case	mony, Arsenic,	
Do loose ...	0 3 0 per doz	Brimstone, China,	
China ware, over 4 c ft. ...	0 3 0 per case	Columba & Liquor-	
Do do under 4 c ft. ...	0 2 0 "	ice Roots, Cop-	
China in Rolls, large ...	0 3 0 per doz	peras, Hing da,	
Do do small ...	0 1 6 "	Hurtal, Jumalgota,	
Chillies ...	0 9 0 per ton	Khootwood, Now-	
* Chunam Stones ...	0 8 0 "	sagar, Nux-vomica,	
* Do loose, boat's reg ...	0 4 0 "	Sajeekhar, & Sen-	
* Do in packages ...	0 8 0 "	na Leaves ...	0 12 0 per ton.
* Clay, China ...	0 12 0 "	Acid of sorts ...	0 4 0 per case
* Clay, C'try, boat's reg ...	0 3 0 "	Do ...	0 8 0 per chest
* Clay, Fire ...	0 8 0 "	Opium ...	1 0 0 per chest
* Coal, Coke, Ashes,		Do ...	0 8 0 per chest
Cinders, and Patent		All other Drugs, Me-	
Fuel ...	0 2 0 "	dicines, and Che-	
Cocoanuts ...	0 2 6 per 1000	micals, no weight	
Cocum ...	0 12 0 per ton	given ...	0 2 0 per case
Coffee ...	0 9 0 "	Do do ...	0 1 0 per pkg
Coin (Gold) ...	0 1 0 per pkg	Dubbers, empty ...	0 10 0 per 100
Do (Silver & Copper) ...	0 1 0 "	Dyeing and Colouring	
Confectionery—		Material—	
Fruits, Candied or		Barks, Logwood,	
Pres'd in Brandy ...	0 2 0 "	Madder or Munjeet,	
China Preserves,		Orchillawood, Sa-	
Jams and Jellies,		pan wood, Sa-	
Hulwa, Loaf Sugar,		flower, Soorungee,	
and Sweetmeats of		Turmeric, & others ...	0 12 0 per ton
all kinds ...	0 2 0 do or case	Do no weight given ...	0 2 0 per case
Copra ...	0 9 0 per ton	Do do ...	0 1 0 per pkg
Corks ...	0 2 0 per case	Earths, Ochre, Red,	
	or pkg	White, and Yellow ...	0 12 0 per ton
Cotton, pressed ...	0 1 0 per bale	Earthenware, English,	
Do unpressed ...	0 1 0 "	over 40 c ft. ...	0 4 0 per crate
Do do ...	0 0 6 per dokra	Do under 40 c ft. ...	0 2 0 "
Do deposited in shed ...	0 2 0 per bale	Earthenware, Retorts	
Do do ...	0 1 0 per dokra	and Piping for Drain-	
Cowries and Shells ...	0 12 0 per ton	age ...	0 12 0 per ton
Coir Rope, Cable, Cord-		* Earthenware, Country,	
age, and Twine ...	0 12 0 "	by Cargo Boats, boat's	
Cuppas (mat bags) ...	0 4 0 per 100	register ...	0 3 0 per ton

	Rs. a. p.		Rs. a. p.
*Earthenware, Country, by Coasting Vessel ...	0 3 0 per ton	Glassware, Botls, empty	0 2 0 per crate or cask
*Earthenware, Goglets...	0 4 0 per 100	Do Window Panes...	0 0 9 per box
*Earthenware, Chilims (i.e., Country Pipes)...	0 1 0 per 1000	Do Broken Glass...	0 1 0 per pkge
*Ebony ...	1 0 0 per ton	Gold-leaf ...	0 8 0 per box
Eggs...	0 0 6 per basket or pot	Mock do. ...	0 1 0 "
Fans...	0 2 0 per case	Grain, 8 pharas or 9 Indian maunds ...	0 2 0 per candy
Felt ...	0 2 0 per pkge	Do Bhat with Husk, 20 pharas...	0 3 0 "
Fibre and Coir ...	0 9 0 per ton	Do Bran, 8 do ...	0 1 0 "
Firewood, boat's reg...	0 4 0 per ton	Do Flour ...	0 12 0 per ton
Fireworks, 1 picul of 131 lbs ...	0 4 0 per case	Loose Husk or Chaff, boat's register...	0 2 0 "
Do under 131 lbs...	0 2 0 "	*Grass, Green do. ...	0 4 0 "
Fish, Fresh, p. mensam.	2 0 0 per Much-wa or Bullock	*Gravel & Garden Sand...	0 3 0 "
Do ...	1 0 0 per Hody	Grease ...	0 12 0 "
Do ...	0 8 0 do manned by 2 men	Grinding Stones, English ...	0 2 0 each
Fish, Salted, in pkges..	0 12 0 per ton	Do Country...	0 0 6 per pair
Do loose, boat's register...	0 6 0 per ton	Gums—	
Fishmaws & Sharkfins...	0 12 0 "	Ammonia, Arabic,	
Flax ...	0 12 0 "	B'dellium, Benjamin, Bysabole, Copal, Chundroose, Heeraduckun, Gut-tapercha, Lac, Myrrh, Olibanum, Rosin, Shellac, &c.	1 4 0 per ton
Fruits & Vegetables—		Do (no weight given) ...	0 2 0 per case
Apples, green or dried ...	0 1 0 per case, cask, or pkge	Do do ...	0 1 0 per pkge
Fruits, fresh, dried, and preserved; Almonds, Raisins, Caju-nuts, Wet and Dry Dates, Kismiss, Pistachio-nuts, and Walnuts ...	0 12 0 per ton	Gunnies ...	0 4 0 per bale
Fruits from Cabul ...	0 6 0 per pkge	Do bundle of 50 ...	0 0 6 per bdle
Do Pomegranates, Limes, Oranges from Zanzibar, Mozambique & Muscat.	0 0 6 " or basket	Gunpowder (fine) ...	0 2 0 per case
Do Vegetables, fresh, boat's register ...	0 4 0 per ton	Do ...	0 1 0 per keg
Do do ...	0 3 0 per cart.	Guns, Rifles, Pistols, Swords ...	0 1 0 per case
Do when part of a miscellaneous cargo	0 0 6 per coolie	Haberdashery and Millinery of sorts ...	0 2 0 "
Gallnuts ...	0 6 0 per ton	Hams and Bacon ...	0 2 0 "
Garlic ...	0 12 0 "	Do loose ...	0 3 0 per dos
Ghee ...	0 1 4 0 "	Hardware and Iron-mongery ...	0 8 0 per ton
Gilt Mouldings ...	0 2 0 per case	Do (no weight given.)	0 8 0 " of 40 c ft
Glasware, over 12 c ft...	0 4 0 " or cask	Harmoniums...	1 0 0 each
Do under 12 c ft ...	0 2 0 "	Harness ...	0 2 0 per case
		Hats ...	0 2 0 "
		*Hay and Straw, boat's register ...	0 4 0 per ton
		Do pressed ...	0 0 6 per bale
		Hemp ...	0 12 0 per ton
		Hides ...	0 8 0 per 100
		Horns ...	0 12 0 per ton
		Horse and Cattle Boxes	0 8 0 each

	Rs. a p.		Rs. a p.
Ice ... ..	0 8 0 per ton	Marble & Marble Slabs	0 12 0 per ton
Ink ... ..	0 2 0 per case	Matches ... ..	0 2 0 per case
	or cask	Mathematical, Surgical, Nautical, and Engineering Instruments ... ..	0 2 0 "
Ivory and Moye Teeth	2 8 0 per ton	Mats, China ... ..	0 2 0 per pkge or bundle
Do Ware...	0 4 0 per pkge	Do Country ... ..	0 2 0 per 100
Indigo ... ..	1 4 0 per ton	Metals—	
Jagrees ... ..	0 9 0 "	Iron, — Bar, Hoop, Rod, Sheet, Scrap, and Old ... ..	0 5 0 per ton
Jars, China, large	2 0 0 per 100	Other than the foregoing, including Railway Material	0 8 0 "
Do small	1 0 0 "	Wire, Copper, Brass and Iron ... ..	0 12 0 "
Jewellery ... ..	0 4 0 per box or case	Copper & Brassware, old Cassaware, and China Copper ... ..	0 12 0 "
Jute ... ..	0 9 0 per ton	Molasses ... ..	0 12 0 "
Lametta ... ..	0 2 0 per case or pkge	Mowra ... ..	0 5 0 "
Lashings ... ..	0 12 0 per ton	Musical Instruments ... ..	0 2 0 per case
Leather, English	0 2 0 per case	Mother-of-Pearl and Tortoise Shells ... ..	1 4 0 per ton
Do Country	0 1 0 per bdle	Nails ... ..	0 8 0 "
Lemon-juice ... ..	0 4 0 per hhd	Oakum ... ..	0 12 0 "
Live Stock—		Oars ... ..	0 2 0 per doz
Tigers, Bears, &c. ...	2 0 0 each	Oilman's Stores—	
Horses ... ..	0 8 0 "	Butter, Chocolate, Mustard, Preserved Meats and Fish, Pickles, Sauces, English Vinegar, Salad Oil, &c., 3 doz and over ... ..	0 2 0 per case
Cows, Buffaloes ...	0 4 0 "	Do do under 3 doz ...	0 1 0 "
Calves, Donkeys, and Pigs ... ..	0 2 0 "	Do Pickles, Country ...	0 0 3 per jar or pot
Goats and Sheep ...	1 8 0 per 100	Oils—	
Dogs and Monkeys ...	0 0 6 each	Bergamot, Cassia, Cardamom, Cinnamon, Cocum, Lemon, Mogree, Rose, Grass, and Sandalwood ... ..	0 4 0 per case or pot
Poultry and Birds—		Castor, Country ... ..	0 12 0 per ton
Turkey, Geese, and Pea Fowls ... ..	0 2 0 per doz	Cocoonut, Jingelly, &c. ... ..	0 12 0 "
Fowls, Ducks, Parrots, &c. ... ..	0 1 0 "	Linseed, Rock, Paraffin, Kerosine, Petroleum, Turpentine & others, 10 gallons ... ..	0 1 0 per case
Luggage—			
European Sailors' ...	Free		
Luggage accompanying Passengers at Mazagon, Town Custom House, and Apollo Pier ... ..	0 1 0 per pkge		
Do Native Coolies ...	Free		
Do at any other Bunder ... ..	0 0 3 per coolie		
Do do ... ..	0 4 0 per cart		
Do do brought by natives coolies ...	Free		
*Laddy, Sand, and Paving Stones, boat's register ... ..	0 4 0 per ton		
*Machinery, Castings, and Agricultural Implements ... ..	0 8 0 "		
*Do (no weight given.) ...	0 8 0 " of 40 c ft		
*Mill and Foundation Stones ... ..	0 8 0 per ton		

	Rs. a. p.		Rs. a. p.
Linseed, Rock, Paraffin, Kerosine, Petroleum, Turpentine & others, over 10 gallons ...	0 2 0 per case	Printing Presses, Types & Materials ...	0 2 0 per case or pkge
Oil Cake or Cotton Seed ...	0 12 0 per ton	Provisions—	
Organs, complete (Church) ...	5 0 0 each	Fresh for use on Board Ship ...	Free
Overland Post Parcels ...	0 0 6 "	Prints, Broad-cloth, &c. ...	0 2 0 per case or bale
Samples and Trusses ...	0 1 0 "	Quicksilver ...	0 2 0 per bottle
Paints—		Rags ...	0 8 0 per ton
White and Red Lead, Lamp-black, Prussian Blue, Verdigris, Vermillion, and others ...	0 12 0 per ton	Reeds ...	0 0 6 per bdle
Painter's Materials ...	0 2 0 per case	Road Metal ...	0 4 0 per ton
Palanquins ...	0 8 0 each	Saddlery ...	0 2 0 per case
Paper, Wall ...	0 2 0 per case	Sago ...	0 12 0 per ton
Do ...	0 2 0 per bale	Do (no weight given)	0 2 0 per pkge
Papur Khar, Dholia Khar (Soda) ...	0 9 0 per ton	Salt, English or Country, loose ...	0 4 0 per ton
Pearls, Real ...	0 8 0 per case	Do English ...	0 1 0 per case
Do False ...	0 2 0 "	Saltpetre ...	0 12 0 per ton
Perfumery—		*Sand, if deposited on Wharf ...	0 2 0 "
Aromatic Vinegar, Eau-de-Cologne, Hair Oil, Patch Leaves, Pomatum, Foreign Soap, Sponges, and other sorts ...	0 2 0 "	Do if on Hard ...	0 1 6 "
Bar Soap ...	0 1 0 "	Scales and Weights, complete ...	0 4 0 each
Rose-water ...	0 3 0 "	Seeds—	
Otto of Roses ...	0 4 0 per case or pkge	Assalia, Essubgool, Mathee, and Tookmeria ...	0 12 0 per ton
Do Rose-water ...	0 1 0 p carboy	Garden ...	0 2 0 per pkge
Photographic Apparatus ...	0 2 0 per case	Oil, Linseed, Mustard, and Jingly ...	0 6 0 per ton
Pianofortes ...	2 0 0 each	Sewing Machines ...	0 2 0 each
Pictures and Prints ...	0 2 0 per case	Shafts, Wooden ...	0 2 0 per pkge
Do Frames ...	0 2 0 "	Shooks i.e., Barrel Staves) ...	0 0 6 per pkge or bdle
Pipes, Smoking, Clay ...	0 1 0 "	Silk, Raw ...	0 2 0 per case
Do Meerschaum and Fancy ...	0 2 0 "	Silk Piece Goods, Velvets, Shawls, &c. ...	0 3 0 per case or bale
Piece Goods, Cotton ...	0 2 0 per case or bale	Silverware ...	0 8 0 per box or pkge
Pitch and Tar ...	0 12 0 per ton	Skins—Goats', Sheep's, Dogs', and Cats' ...	0 2 0 per bale or case
Plants, Shrubs & Trees ...	0 4 0 per cart	Slates ...	0 2 0 per case
Do do do ...	0 0 6 each	Soap, Country ...	0 12 0 per ton
Plated Ware ...	0 2 0 per case	Soda and other Aerated Waters ...	0 0 3 per doz
Precious Stones ...	0 8 0 per box	Spices—	
Printing Presses, Types & Materials ...	0 12 0 per ton	Annisseed, Cinnamon, Cardamom, Ginger, Mace, Pepper ...	1 4 0 per ton
		Saffron (Jafran or Kesar) ...	0 8 0 per pkge

	<i>Rs.a.p.</i>		<i>Rs.a.p.</i>
Stationery—		Umbrellas (English & China), Oil-cloth, Silk, and Cotton...	0 2 0 per case
Paper, Pencils, Steel-pens, Sealing-wax, Account-books, Music-paper, Paste-boards, Quills, &c. ...	0 2 0 per case	Watches & Clocks, 8 c ft. Do under 8 c ft. ...	0 8 0 " 0 4 0 "
Sticks, Walking ...	0 2 0 "	Wines and Spirits, Country ...	0 2 0 per hhd
Sugar ...	0 12 0 per ton	Do Do ...	0 1 0 half "
Sugar Candy ...	0 12 0 "	Do & Liquor, Foreign ...	0 8 0 per pipe, butt or puncheon
Tanks, Iron & Wooden ...	0 4 0 under 30 c ft	Do Do ...	0 4 0 per hhd or cask
Do do ...	0 8 0 over 30 c ft	Do Do ...	0 1 0 per case of 3 doz & under
Tamarind ...	0 12 0 per ton	Do Do ...	0 1 0 do over and above do.
Tea, 60 lbs ...	0 2 0 per chest	Wool, Raw ...	0 3 0 per bale
Do 30 lbs ...	0 1 0 "	Do Do ...	0 1 0 do pressed
Tents, double-poled ...	1 0 0 each	Woollens ...	0 2 0 do or case
Tents, single-poled ...	0 8 0 "	Re-packing goods on the Bunders excepting Wet Dates ...	0 0 6 per pkge
Tents, Rowtees ...	0 4 0 "	Weighing goods on Wharf front, Roads and Sheds, for space occupied by scale ...	0 8 0 per diem
Thread, Sewing ...	0 2 0 per case	Do Do ...	8 0 0 per m'sm
Timber, Logs and Squares, 50 c ft ...	0 4 0 per ton	Do on other parts ...	0 6 0 per diem
Do Planks, Teak, and Scantlings ...	0 8 0 "	Goods in bulk not specified, weight or measurement of 40 c ft ...	0 12 0 per ton
Do Deal, Pine Planks ...	0 4 0 "	Goods packed, not specified ...	0 1 0 1 to 4 c ft
Do Sleepers. Singapore & Jungly ...	0 4 0 "	Do Do ...	0 2 0 4 to 12 c ft
Do Rafters, Bamboos, and Bamboo Blinds, boat's register ...	0 4 0 per ton	Do Do ...	0 3 0 12 to 20 c ft
Do do do ...	1 0 0 per 100	Do Do ...	0 4 0 20 to 40 c ft
Do Rafters by Raft ...	0 3 0 per score	Do if unpacked and no weight given ...	0 8 0 per cart
Do Unmade boxes, boat's register ...	0 4 0 per ton	Do Do ...	0 0 6 per coolie
Tobacco, Foreign ...	0 2 0 per case		
Do Country ...	1 0 0 per ton		
Do Cheroots, Country and Foreign ...	0 2 0 per case		
Twist and Yarn ...	0 2 0 per bale		
Umbrellas, China and Japan Paper ...	0 2 0 per case		

All provisions and furniture taken over the Bunders by Picnic and Excursion Parties, to pass Free.

All goods landed at Chowpatty, Sewri, Mahim, and Worli, will be charged half of the above rates.

All goods landed at any of the Bunders and Foreshores, south of Wellington Pier, will be charged at the same rates as those of Colaba Company. Transhipping goods in any of the basins, half wharfage fees.

No. 1.—All duty-free goods marked \* not removed from the Wharf front or from roads or sheds within three days, or from any other portions of the

Bunder within five days from time of depositing, will be charged rent at the rate of Rs. 30 per catty of five hundred square feet per mensem.

No. 2.—All other duty-free goods not removed as above will be charged rent at the rate of their respective Wharfage Fees for each three and five days respectively.

No. 3.—Dutiable goods will not be charged rent on the Wharf front till after forty-eight hours, or on the other parts of the Bunder till after seven days from the date of landing.

Thereafter rent as per No. 2 above, with the exception of Metals landed at Carnac Bunder, for which Ground Rent will be charged as per No. 1 above.

In computing the days when extra fees are liable, Sundays and such holidays as may be notified in the *Government Gazette*, and the days upon which the Customs do not receive duty, will be excepted.

### TONNAGE FEES ON BOATS, BASIN RENT, & MISCELLANEOUS CHARGES.

Cargo Boats up to	Rs a.p.	Coasting Vessels, arriv-	Rs a.p.
20 tons ...	0 4 0 per m'sm	ing at, or departing	
Do ...	0 2 0 per trip	from, any of the "Port	
Do 20 to 30 tons	0 8 0 per m'sm	Trust" Bunders or	
Do do ...	0 3 0 per trip	Basins, vessel's reg...	0 1 0 per ton
Barges up to 60 tons ...	2 0 0 per m'sm	Tonnage Fees on ditto	
Do ...	0 4 0 per trip	after first seven days,	
Do over 60 tons ...	3 0 0 per m'sm	if under 20 tons ...	0 8 0 per diem
Do ...	0 6 0 per trip	Do over 20 and up to	
Ferry Steamers, each...	100 0 0 per m'sm	30 tons ...	0 12 0 "
Do per ton ...	0 1 0 per diem	Do over 30 tons ...	1 8 0 "

Tonnage Vessels arriving at, and departing from, any of the Port Trust Bunders within the line of Kennerly Island and to the north of Callian or Bhewndy, shall be charged half of the above rates.

Cargo Boats and Barges alongside of any Wharf, or in any Basin not discharging within forty-eight hours :—

Cargo Boats and Barges from 10 to 25 tons ...	Rs 0 4 0 per diem
Do from 25 to 50 tons ...	0 8 0 "
Do above 50 tons ...	1 0 0 "

Cargo Boats and Barges (not plying) lying empty in the Basins or at the Wharf front :—

Barges ...	Rs 0 8 0 per diem	Muchwas ...	Rs 0 2 0 per diem
Cargo Boats ...	8 0 0 per m'sm	Hody ...	0 1 0 "

Vessels using the Hards south of the Mazagon Company's Reclamation for Oil-ing and Repairing :—

	First day.	Each succeed-
	Rs. a. p.	ing day.
	Rs. a. p.	Rs. a. p.
Bumboats and Jolly Boats ...	0 6 0	0 2 0
Tonies ...	0 3 0	0 1 6
Boats from 10 to 15 tons ...	0 8 0	0 3 0
Do 15 to 25 do ...	1 0 0	0 6 0
Do 25 to 100 do ...	2 0 0	1 0 0
Do over 100 do ...	4 0 0	2 0 0

Boats on the slope, one-fourth more than the above rates.

Boats north of Mazagon Company's Reclamation for the above purposes :—

	First day.			Each succeeding day.		
	Rs.	a.	p.	Rs.	a.	p.
Tonies ... ..	...	...	...	0	1	0
Bumboats and Jolly Boats ... ..	...	...	...	0	2	0
Boats from 10 to 15 tons ... ..	...	...	...	0	4	0
Do 15 to 25 do ... ..	...	...	...	0	8	0
Do 25 to 100 do ... ..	...	...	...	1	0	0
Do over 100 do ... ..	...	...	...	2	0	0
Vessels using the Hards for breaking up, per ton ... per m'sm	...	...	...	0	4	0

Vessels, &c., lying upon the Hard at Tank Bunder :—

Cargo Boats and Gul butts ... ..	Rs. a. p.	Timber lying on the Hard for first 12 months ... ..	Rs. a. p.
...	1 0 0 per m'sm	...	0 4 0 per ton
Pattimars, &c., do large ... ..	2 0 0 „	Do do do ... ..	0 8 0 renewal
Muchwas ... ..	0 8 0 „		
Hody ... ..	0 4 0 „		

Boats landing and embarking Passengers (to include the privilege of carrying cargo to and from the Bunders, —

Cargo Boats ... ..	Rs. 2 0 0 per m'sm	Hody ... ..	Rs. 1 0 0 per m'sm
Muchwas, Dingy, Jolly & Bunder Boats. ... ..	1 8 0 do	Do ... ..	0 1 0 per di m
Do ... ..	0 2 0 per diem	Ships', Customs', Water Police, and Port Trust Boats ... ..	Free
Steam Launches ... ..	3 0 0 per m'sm	Yachts, Dubashes', Stevedors', Doctors', & Surveyors' Boats... ..	0 8 0 per m'sm
Do ... ..	0 3 0 per diem		
Bulwos ... ..	3 0 0 per m'sm		
Do ... ..	0 3 0 per diem		

Boats coming to the Bunders for water :—

Boats, small ... ..	Rs. 0 2 0 per trip	Coasting Ves. 25 to 40 tons ... ..	0 12 0 per trip
Cargo Boats ... ..	0 4 0 „	Do over 40 tons ... ..	1 0 0 „
Coasting Vessels 25 tons and under ... ..	0 8 0 „	Steam Barges ... ..	2 0 0 „
		Ferry Boats ... ..	0 1 3 per ton

Each loaded cart entering on or passing from any of the Bunders (excepting Apollo Bay Reclamation, Chowpatti, Mahim, Worli, and Sewri), including the Mody Bay and Elphinstone Land Estates ... .. Rs. 0 0 3

With the option of commuting the toll by payment of Re. 1 per mensem.

Boats laden with cargo from other than Trustees' Bunders, taking shelter in any of the Trustees' Basins without discharging cargo, be charged 8 annas per diem Basin Rent.

Goods carried by such boats be charged half ordinary Wharfage Fees for three days.

Empty boats taking shelter in any Trust Basin be charged 8 annas per die Basin Rent, and that coasting boats be charged 1 anna per ton register ever three days.

Barges Re. 1 per diem.

## CRANAGE FEES.

On Logs, at Tank Bunder, lifted by the Derrick, are :—

Under 1 ton ...	Rs 0 0 6	Above 1 ton ...	Rs 0 1 0
<b>Live Stock—</b>	<b>Rs A. P.</b>	<b>Machinery, Metals,</b>	<b>Rs A. P.</b>
Horses, Cows, Buffaloes ...	0 8 0 each	Castings, Agricultural Implements, Mill Stones, & Timber (Steam Cranes) ...	0 10 0
Calves, &c ...	0 4 0 "	Carriages—	
Bale & Box Goods & all other Merchandise (Hand Cranes) ...	0 0 6 per pkg	Four-Wheeled ...	0 8 0 each
Do do Steam do ...	0 1 0 "	Two do ...	0 4 0 "
Machinery, Metals, Castings, Agricultural Implements, Mill Stones, & Timber (Hand Cranes) ...	0 8 0 per ton	Pianofortes ...	0 8 0 "
		Harmoniums ...	0 6 0 "
		Cutters, large ...	3 0 0 "
		Pleasure Boats, small ...	2 8 0 "
		Jolly Boats and Gigs ...	0 8 0 "

The above charges, when Hand Cranes are used, do not include labour.

Ground Rent, Shed Rent, and Warehouse Rent, will be charged at such rates as may be arranged with the Traffic Manager.

(NOTE.—Four Register Candies equal one ton.)

Gross weight will be charged on all goods.

## PORT TRUST APOLLO BONDED WAREHOUSE.

TABLE OF RATES FOR DUTY-PAID GOODS.

ENUMERATION OF GOODS.	How Charged.	Removing from Town Custom Bunder and Storing and Delivering.	Removing from Fort and Storing and Delivering.	Rent per Week.
		Rs A. P.	Rs A. P.	Rs A. P.
Alum ...	Per cwt	0 0 8	0 0 10	0 0 2
Beef and Pork ...	tierce	0 5 0	0 6 0	0 1 3
" " " "	barrel	0 4 0	0 5 0	0 1 0
Beer, Wine and Spirits...	doz quarts	0 0 9	0 0 9	0 0 2
" " " "	barrel	0 4 0	0 4 0	0 1 0
" " " "	hhd	0 8 0	0 8 0	0 2 0
" " " "	butt	0 12 0	0 12 0	0 3 0
Betelnut ...	cwt	0 0 6	0 0 8	0 0 2
Canvas ...	bale of 6 cwt	0 3 0	0 4 0	0 0
Carriage ...	4-wheeled	2 8 0	3 0 0	1 4
Do ...	2-wheeled	1 8 0	2 0 0	0 12
Cement ...	barrel	0 2 0	0 2 6	0 0
Cloves...	cwt	0 0 6	0 0 8	0 0
Coffee ...	"	0 0 6	0 0 8	0 0 2
Copper, Yellow Metal, Iron, and Zinc Sheets ...	case of 10 cwt	0 6 0	0 8 0	0 1 0
" " " "	" 5 "	0 3 0	0 4 0	0 0 6



ENUMERATION OF GOODS.	How Charged.	Removing from Town Custom Bunder and Storing and Delivering.	Removing from Fort and Storing and Delivering.	Rent per Week.
	Per cwt	Rs A. P. 0 0 8	Rs A. P. 0 0 10	Rs A. P. 0 0 2
Copperas ... ..	..	0 0 9	0 1 0	0 0 2
Dates ... ..	..	0 6 0	0 8 0	0 1 6
Earthen Ware and Glass Ware ...	crate or cas't	0 2 0	0 2 6	0 0 6
Flour... ..	barrel	0 0 6	0 0 8	0 0 2
Gums ... ..	cwt	0 3 0	0 4 6	0 0 9
Gunny ... ..	bale of 5 cwt	0 12 0	1 0 0	0 3 0
Hard Ware ... ..	ton	0 0 8	0 0 10	0 0 2
Iron Nails ... ..	cwt	0 12 0	1 0 0	0 2 0
Do Bars and in Bundles ...	ton	0 12 0	1 0 0	0 2 0
Do Machinery ... ..	..	0 12 0	1 0 0	0 2 0
Do Bundles Hoops ... ..	..	0 12 0	1 0 0	0 2 0
Ivory (Elephant and Sea Horse Teeth ... ..	cwt	0 12 0	1 0 0	0 2 0
Lead ... ..	ton	0 12 0	1 0 0	0 2 0
Mats (China) ... ..	bundle	0 3 0	0 4 6	0 0 9
Oilman's Stores ... ..	doz quarts	0 0 8	0 0 8	0 0 2
Paint of all sorts ... ..	cwt	0 0 8	0 0 10	0 0 2
Paper ... ..	bale or case	0 2 0	0 2 6	0 0 6
Pepper... ..	cwt	0 0 6	0 0 8	0 0 2
Piece Goods and Twist... ..	bale or case	0 2 0	0 2 6	0 0 6
Red Lead ... ..	ton	0 12 0	1 0 0	0 2 0
Rice ... ..	cwt	0 1 0	0 1 0	0 0 3
Rope ... ..	..	0 0 8	0 0 10	0 0 2
Silk ... ..	case or bale	0 2 6	0 3 0	0 0 8
Seeds of all sorts ... ..	cwt	0 0 6	0 0 8	0 0 2
Sugar and Sugar Candy ...	..	0 0 6	0 0 8	0 0 2
Tea ... ..	case	0 2 0	0 2 6	0 0 6
Tiles of Copper, Zinc & Spelter...	ton	0 12 0	1 0 0	0 2 0
Tobacco ... ..	case of 168 lbs	0 2 0	0 2 6	0 0 6
Articles not enumerated in the above List—				
If charged by Weight ... ..	ton	0 12 0	1 0 0	0 3 0
If charged by Measurement ...	cubic foot	0 0 3	0 0 4	0 0 1

Goods deposited in the Warehouse will be charged for in the first instance for the full month ; thereafter per week.

## THE NEW COLABA COMPANY, LIMITED.

IMPORT AND EXPORT FEES CHARGED AT THE ARTHUR AND VICTORIA  
BUNDERS.

	<i>Rs. a. p.</i>		<i>Rs. a. p.</i>
Beer and all Malt	0	Dyes...	0 6 0 per ton
Liquors ...	0 2 0 per hhd	Drugs of all kinds ...	0 8 0 per ton
" 4 doz qrts ...	0 1 0 per cask	" "	0 1 0 per case
" under 4 doz ...	0 0 6	Earthenware, 40 c ft ...	0 2 0 per crate
Bardans ...	0 0 6 per "pkge	" under 40 c ft ...	0 1 0 " "
Beads ...	0 1 0 per case	Firewood ...	0 4 0 per ton
Beef or Pork ...	0 2 0 per tierce	Flax ...	0 6 0 "
" "	0 1 0 per barrel	Felt ...	0 1 0 per pkge
Betelnuts ...	0 0 3 per cwt	Glass Ware ...	0 2 0 large case
Betel-leaves ...	0 0 3 per pkge	" "	or cask
Biscuits (Ships') ...	0 8 0 per ton	" Window Panes ...	0 1 0 small "
" "	0 1 0 per case	Grain of all sorts ...	0 0 3 per case
Blacking ...	0 1 0 "	Gunnies ...	0 4 0 per ton
Boots and Shoes ...	0 1 0 "	Grass, Green ...	0 1 6 per bale
Bricks, Bath ...	0 0 6	Grass, Green ...	0 2 0 per ton
" Fire ...	0 12 0 per 1000	Gallnuts ...	0 4 0 "
" Tiles, Country ...	0 4 0 per ton	Gold Leaf ...	0 1 0 per box
Brushes ...	0 1 0 per case	Gums ...	0 1 0 per case
Bullion ...	0 0 6 per box	" "	0 8 0 per ton
Carriages, 4-wheeled ...	2 0 0 each	Hard Ware ...	0 2 0 large case
" 2 " " "	1 0 0	" "	or cask
Copper in case ...	0 8 0 per ton	" "	0 1 0 small "
Candles ...	0 2 0 per case	Hemp ...	0 6 0 per ton
" 25 to 30 pkts ...	0 0 3 per small box	Hams and Bacon ...	0 1 0 per case
Canvas ...	0 1 0 per bale	Harness ...	0 1 0 "
Casks, empty, large ...	0 0 6 each	Harmoniums ...	0 8 0 each
" small ...	0 0 3	Haberdashery of sorts ...	0 1 0 per case
Cement ...	0 1 0 per barrel	Hats ...	0 1 0 "
Chalk ...	0 4 0 per ton	Hay and Straw ...	0 3 0 per ton
Chunam ...	0 1 6 per candy of vessel	Horns ...	0 6 0 "
Cheese ...	0 1 0 per case	Iron Bars, Hoops, and Sheet ...	0 5 0 "
Coal or Coke ...	0 2 0 per ton	Iron Nails ...	0 6 0 "
Cheroots ...	0 1 0 per case	Ink ...	0 1 0 per case
Clay, Fire ...	0 4 0 per ton	Ivory ...	1 0 0 per ton
China Ware ...	0 1 0 per case	Ivory Ware ...	0 2 0 per pkge
" in rolls, large ...	0 1 6 per doz	Indigo ...	0 8 0 per ton
" small ...	0 0 9	Jute ...	0 6 0 "
Cocoanuts ...	0 1 6 per 1000	Jewellery ...	0 2 0 per case
Coffee ...	0 5 0 per ton	Leather, English ...	0 1 0 "
Confectionery ...	0 1 0 per case	" "	0 0 6 per bdle
Corks ...	0 1 0 large case	Machinery—Castings of all sorts up to 3 tons ...	0 8 0 per ton
" "	0 0 6 small "	Machinery, large Castings, Boilers, &c., excluding Cranage risk ...	2 0 0 per ton including crnange
Cotton, Pressed ...	0 1 0 per bale		
" Unpressed ...	0 0 9		
" "	0 0 6 per docra		
Cutlery ...	0 1 0 per case		
Cochineal ...	0 12 0 per ton		
Dammer ...	0 4 0 "		
Dyes ...	0 1 0 per case		

	<i>Rs. a. p.</i>		<i>Rs. a. p.</i>
Machinery, large Cast-ings, Boilers, &c., including Crana ge risk—		Pitch and Tar ...	0 6 0 per ton
Lift of 4 to 5 tons...	15 0 0	Plated Ware ...	0 1 0 per case
" 7 to 10 "	50 0 0	Quicksilver ...	0 1 0 per bottle
" 11 to 15 "	75 0 0	Rosin ...	0 0 6 per barrel
" over 15 "	1000 0	Rope, Manila & Europe.	0 6 0 per ton
Matches ...	0 1 0 per case	Seeds ...	0 4 0 "
Marble Slabs...	0 8 0 per ton	Sugar ...	0 5 0 "
Mowra ...	0 4 0 "	Saddlery ...	0 1 0 per case
Mats, China ...	0 1 0 per pkge	Slates ...	0 1 0 "
Oilman's Stores ...	0 1 0 large case	Silk, Raw ...	0 2 0 "
" ...	0 0 6 small "	" Piece Goods ...	0 2 0 per case
Oils—Castor, Coconut, Jingly, &c.	0 6 0 per ton	Silver Ware ...	0 2 0 per case
Oils—Paint, Turpen-tine, Kerosine, and others, 10 gallons	0 0 6 per case	" or bale	
" 5 "	0 0 3 "	Spices of all kinds ...	0 10 0 per ton
Opium ...	0 4 0 per chest	Stationery ...	0 1 0 per case
" ...	0 2 0 ½ "	Tea ...	0 1 0 per chest
Paint of all descrip-tions ...	0 6 0 per ton	Tobacco ...	0 0 6 ½ "
" Brushes ...	0 1 0 per case	Twist ...	0 1 0 per bale
Perfumery ...	0 1 0	Umbrellas ...	0 1 0 per case
Pianofortes ...	1 0 0 each	Watches and Clocks ...	0 2 0 large "
Piece Goods, Cotton ...	0 1 0 per bale	" 1 0 small "	
Paper ...	0 1 0	Wines and Spirits,	
" Wall ...	0 1 0 "	Foreign ...	0 2 0 per hhd or
Printing Materials ...	0 6 0 per ton	" 3 doz. & under ...	0 0 6 per case
		" over 3 dozens ...	0 1 0 "

The above Fees will entitle goods to be kept on the Bunders or in the Sheds for one week, after which the following Rents will be charged, viz. :—

**ARTHUR BUNDER.**—At the rate of one fee, as above, for every seven days, or part thereof.

**VICTORIA BUNDER.**—If kept on the Wharf front, at the rate of Rs. 30 per catty of 500 superficial feet per mensem; on any other part of the Bunder, Rs. 15 per catty of 500 square feet per mensem.

Ground-rent charges may be ascertained on application to the Company's Superintendent, Victoria Bunder, or Messrs. Remington & Co.

#### CRANAGE FEES.

	<i>Rs. a. p.</i>		<i>Rs. a. p.</i>
Carriages, four-wheeled	0 4 0 each	Machinery by Steam	
" two ...	0 2 0 "	Cranes ...	0 10 0 per ton
Harmoniums ...	0 2 0 "	Pianofortes ...	0 4 0 each
Machinery by Hand-		Piece Goods, and all	
cranes ...	0 8 0 per ton	other Merchandise ...	0 0 6 per pkge

### IMPORT RATES.

ARTICLES.	How	Landing &	Rent per
	Charged.	Wharfage Rate.	Week.
	Per	Rs A. P.	Rs A. P.
Acids ... ..	case	0 6 0	Special
Agricultural Implements ... ..	ton	2 0 0	0 4 0
Alabaster, Works of Art ... ..	case, large	0 8 0	0 1 0
" " " " " " " " " " " "	" small	0 4 0	0 0 6
Ale or Porter ... ..	hogshead	0 8 0	0 1 0
" bottled Qts ... ..	dozen	0 1 0	0 0 3
" " Pints ... ..	"	0 0 9	0 0 3
Almonds ... ..	cwt	0 5 0	0 1 0
Alum ... ..	{ cask of 2 to 3½ cwt }	{ 0 5 0 }	{ 0 0 6 }
Anchors, under 1 ton ... ..	each	1 8 0	0 4 0
" under 2 tons ... ..	"	2 0 0	0 4 0
Antimony ... ..	cwt	0 1 6	0 0 6
Anvils ... ..	ton	2 0 0	0 4 0
Apparel, not accompanying Passengers.	case	0 5 0	0 1 0
Apples ... ..	case or pkge	0 2 0	Special
Arrowroot ... ..	{ case or pkge of 1 to 1½ cwt }	{ 0 2 0 }	{ 0 0 6 }
Ashes ... ..	cart-load	0 2 0	Wharfage only
Asphalte ... ..	ton	1 12 0	0 4 0
Aseafetida ... ..	bag	0 6 0	0 1 0
Asses or Mules ... ..	each	2 8 0	...
Bacon ... ..	case	0 5 0	0 1 0
Ballast ... ..	ton	0 4 0	Wharfage only
Bangles ... ..	package	0 3 0	0 0 6
Bardans old Gunnies) ... ..	bundle	0 1 0	0 0 6
Bark ... ..	ton	4 0 0	0 8 0
Barrels (empty) ... ..	each	0 2 0	0 0 6
Baskets ... ..	dozen	0 1 0	0 0 6
Bath Bricks ... ..	case	0 5 0	0 1 0
Baths, small, Iron ... ..	each	0 2 0	0 0 6
" Marble ... ..	"	0 8 0	0 2 0
Beads and Buttons ... ..	case	0 5 0	0 1 0
Beans ... ..	cwt	0 2 0	0 0 6
Bedsteads, European, complete Country " " " "	each	0 8 0	0 2 0
" " " " " " " " " " " "	"	0 5 0	0 0 6
Beef or Pork ... ..	cask	0 5 0	0 1 0
Bees' Wax ... ..	package	0 4 0	0 1 0
Bellows, Smith's, small large " " " "	each	0 4 0	0 1 0
" " " " " " " " " " " "	"	0 6 0	0 1 0
Bells, large ... ..	cwt	0 8 0	0 2 0
" small, hand ... ..	case	0 5 0	0 1 0
Betelnut ... ..	package	0 2 0	0 0 6
Billiard Tables ... ..	each	2 0 0	0 4 0

ARTICLES.	How Charged.	Landing & Wharfage Rate.	Rent per Week.		
			Rs	A.	P.
Biscuits, Ships' ... ..	cwt	0 2 0	0	0	6
" in cases ... ..	case	0 5 0	0	1	0
Bitters ... ..	dozen	0 1 0	0	0	6
Blacking ... ..	cask	0 6 0	0	1	0
Black Lead ... ..	cwt	0 2 0	0	0	6
Bleaching Powder ... ..	package	0 5 0	0	1	0
" " " " " " " " " " " "	cwt	0 2 0	0	0	6
Block Tin ... ..	" "	0 1 6	0	0	6
Blue Stone ... ..	package	0 3 0	0	1	0
Boats, small ... ..	each	6 0 0	0	8	0
" large ... ..	" "	8 0 0	1	0	0
Boilers under 5 tons ... ..	ton	10 0 0	0	8	0
" 5 to 7 tons ... ..	each	75 0 0	0	8	0
" 7 to 10 tons ... ..	" "	100 0 0	0	8	0
" over 10 tons ... ..	" "	125 0 0	0	8	0
Books ... ..	case	0 5 0	0	1	0
Boots and Shoes ... ..	" "	0 5 0	0	1	0
Borax ... ..	ton	0 5 0	0	1	0
Bottles (empty), Sodawater ... ..	dozen	0 0 6	0	0	3
Brass Ware ... ..	ton	2 0 0	0	8	0
" Leaves... ..	package	0 5 0	0	1	0
Bricks ... ..	ton	2 0 0	0	4	0
Brimstone ... ..	{ cask of 2 to 3½ cwt	{ 0 5 0	0	1	0
Brushes ... ..	case	0 5 0	0	1	0
" " " " " " " " " " " "	cask	0 8 0	0	1	0
Buckets, Gal. Iron ... ..	dozen	0 2 0	0	0	6
Bunting ... ..	bale	0 5 0	0	1	0
Butter, not exceeding 1 cwt ... ..	case	0 3 0	0	0	6
" " " " " " " " " " " "	" "	0 4 0	0	1	0
Cables, Chain ... ..	ton	1 14 0	0	4	0
" Hemp ... ..	" "	2 0 0	0	0	6
Calavances ... ..	cwt	0 2 0	0	0	6
Calicoes ... ..	case or bale	0 5 0	0	1	0
Cambay Stones ... ..	package	0 4 0	0	1	0
Camphor ... ..	in cases	0 5 0	...	...	...
Candles, under 30 lbs... ..	box	0 1 3	0	0	6
" " 60 lbs... ..	" "	0 2 0	0	1	0
" " 10 boxes packed in case ... ..	case	0 8 0	0	2	0
" " 20 " " " " " " " " " "	" "	0 12 0	...	...	...
Canes, Rattans ... ..	ton	2 8 0	0	4	0
" Malacca ... ..	dozen	0 2 0	0	0	6
Canvas ... ..	bale	0 5 0	0	1	0
Caps, Percussion ... ..	case or bale	0 5 0	Special		
Cardamoms, 2 cwts ... ..	case	0 6 0	0	1	0
Cards, Playing ... ..	case or bale	0 5 0	0	1	0
Carpets, European ... ..	roll	0 5 0	0	1	0
" Persian ... ..	" "	0 5 0	0	1	0
Carriages ... ..	4-wheeled	10 0 0	2	0	0

ARTICLES.	How Charged.	Landing & Wharfrage Rate.			Rent per Week.		
		Rs	A.	P.	Rs	A.	P.
Carriages ... ..	Per 2-wheeled	6	0	0	1	0	0
" ... ..	Omnibuses	12	0	0	2	8	0
" ... ..	Bycycles	2	0	0	0	4	0
" ... ..	Perambulators, case containing 4 }	1	0	0	0	2	
Cassia ... ..	case	0	4	0	0	1	0
Castings, under 2 tons	ton	2	0	0	0	4	0
Cement, 2 to 3½ cwt	cask	0	5	0	0	1	0
" ... ..	bag	0	2	0	0	0	6
" ... ..	ton	2	0	0	0	8	0
Chalk ... ..	cwt	0	1	6	0	0	6
Cheese ... ..	case	0	3	0	0	1	0
Chillies ... ..	cwt	0	2	0	0	0	6
" ... ..	in bags	0	2	0	0	0	6
China Matting	roll	0	4	0	0	1	0
" Preserves	case	0	3	0	0	1	0
Cider ... ..	dozen	0	1	0	0	0	6
Cigars ... ..	thousand	0	1	0	0	0	6
" ... ..	case	0	5	0	0	1	0
Cinnamon ... ..	cwt	0	2	0	0	0	6
Clay, China, in bags or casks...	ton	2	0	0	0	4	0
" Fire ... ..	"	2	0	0	0	4	0
" Country, boat's register ...	"	0	1	0	0	0	6*
" Figures...	case	0	5	0	0	1	0
Clocks ... ..	case, large	0	6	0	0	1	0
" ... ..	" small	0	5	0	0	0	6
Cloth, Woollen	bale or case	0	5	0	0	1	0
Cloves ... ..	package	0	2	0	0	0	6
Cole, Coke, Patent Fuel, Ashes, and Cinders	ton	0	12	0			†
Cochineal ... ..	case	0	5	0	0	1	0
Cocanuts ... ..	thousand	2	0	0	0	8	0
Cocoons ... ..	case or bdle	0	4	0	0	1	0
Codfish ... ..	"	0	2	0	0	0	6
Coffee ... ..	cwt	0	1	6	0	0	6
Coir, Fibre or unmanufactured	"	0	2	0	0	1	0
" Rope, Cable, and Cordage	"	0	1	6	0	0	6
Colour, Dry ... ..	ton	2	0	0	0	6	0‡
Compasses, Ships'	each	0	1	0	0	0	6
Confectionery, European, & Preserved Fruits, &c., candied	case	0	3	0	0	1	0
Copper or Yellow Metal, Slabs or Tiles	ton	1	8	0	0	4	0
" Sheet ... ..	large case	1	0	0	0	2	0
" ... ..	small "	0	8	0	0	1	0
Copperas ... ..	cwt	0	1	6	0	1	0

\* Wharfrage only.

† Includes landing and stacking or loading direct.

‡ With Tare weight.

ARTICLES.	How Charged.	Landing & Wharfage Rate.			Rent per Week.		
		Rs.	A.	P.	Rs.	A.	P.
Copra (dead Cocoanuts) ... ..	Per cwt	0	2	0	0	0	6
Coral ... ..	"	0	4	0	0	1	0
Coriander Seed ... ..	"	0	1	0	0	0	6
Corks ... ..	case or bale	0	5	0	0	1	0
Cotton Piece Goods ... ..	bale or case	0	5	0	0	1	0
" in Pressed Bales ... ..	bale	0	5	0	0	1	0
Cowries and Shells ... ..	cwt	0	4	0	0	0	6
Crackers ... ..	case	0	4	0	0	1	0
Crockery Ware ... ..	crate	1	0	0	0	4	0
" ... ..	hhd, large	1	0	0	0	4	0
" ... ..	" middling	0	12	0	0	2	0
" ... ..	" small	0	8	0	0	2	0
Cutlery ... ..	case	0	5	0	0	1	0
Dammer ... ..	cwt	0	2	0	0	0	6
" 2 to 3 cwt. ... ..	cask	0	5	0	0	1	0
Dates ... ..	"	0	2	0	0	0	6
Diamonds " ... ..	<i>ad valorem</i>	0	...	0	...	...	...
Dishes, Wooden ... ..	score	0	2	0	0	0	6
Disinfecting Powder ... ..	ton	2	0	0	0	8	0
Drugs, Medicines ... ..	case	0	5	0	0	1	0
Dubbers, Empty ... ..	hundred	3	0	0	0	6	0
Dyeing Materials, Ochre, &c. ... ..	ton	2	0	0	0	8	0*
Earthen Ware, 35 c ft and over. ... ..	hhd or crate	1	0	0	0	4	0
" under 35 c ft ... ..	cask or crate	0	12	0	0	3	0
" Retorts and Piping ... ..	ton	2	0	0	0	0	6
" Tiles ... ..	thousand	2	8	0	0	8	0
Eau-de-Cologne ... ..	case	0	5	0	0	1	0
Ebony ... ..	cwt	0	2	0	0	0	6
Eggs ... ..	basket or case	0	2	0	...	...	...
Elastic ... ..	cwt	0	5	0	0	1	0
Elephant Tus's, in bundles ... ..	bundle	0	4	0	0	0	6
" loose or piece ... ..	each	0	1	0	0	0	6
Emery Powder, in kegs or casks ... ..	cwt	0	2	0	0	0	6
" Paper ... ..	case	0	5	0	0	1	0
Engines, Fire, Garden, and Portable, under 1 ton ... ..	ton	2	0	0	0	6	0†
" 2 to 3 tons ... ..	"	2	8	0	0	8	0
" 3 to 4 tons ... ..	"	3	0	0	0	8	0
" Locomotive ... ..	each	100	0	0	10	0	0
" Tender ... ..	"	75	0	0	7	0	0
Fans ... ..	case	0	5	0	0	1	0
Feathers ... ..	"	0	5	0	0	1	0
Felt ... ..	case or bale	0	5	0	0	1	0
Fibre, Coir ... ..	cwt	0	2	0	0	0	6
Fireworks ... ..	package	0	8	0	Special		
Fishmaws and Shark Fins ... ..	cwt	0	4	0	0	1	0
Flags ... ..	bale	0	4	0	0	1	0
Flagstones ... ..	ton	2	0	0	0	8	0

\* With Tare weight.

† Measurement or weight at option of Dock authorities.

ARTICLES.	How Charged.	Landing & Wharfrage Rate.			Rent per Week.		
		Rs	A.	P.	Rs	A.	P.
Flax...	Per bale	0	5	0	0	1	0
Flour ...	cask	0	5	0	0	1	0
Fowls ...	dozen	0	2	0	0	0	6
Fruits, in bags ...	cwt	0	2	0	0	0	6
Gallnuts ...	"	0	2	0	0	0	6
Galvanized Iron Cases	ton	1	8	0	0	4	0
Garlic ...	cwt	0	2	0	...	...	...
Ghee...	"	0	2	0	0	0	6
Gilt Mouldings	large case	1	0	0	0	4	0
Ginger "	small "	0	8	0	0	2	0
" Preserved	cwt	0	2	0	0	0	6
Glass, 35 c ft and over	case	0	3	0	0	0	6
" under 35 c ft	hhd or crate	1	0	0	0	4	0
" Nests of Globe Lamps	cask	0	12	0	0	4	0
" Bottles, empty	small cask	0	4	0	0	1	0
" Window	dozen	0	0	6	0	0	3
" Plate	case	0	2	0	0	0	6
Gloves "	small case	0	8	0	0	2	0
Glue ...	large "	1	0	0	0	4	0
"	case	0	5	0	0	1	0
Gold Leaf	cwt	0	1	6	0	0	6
"	cask	0	5	0	0	1	0
"	box	0	5	0	0	1	0
Grain, Wheat, Rice, in bags	{ 6 mds or }	0	1	0	0	0	6
Grapes	under	0	2	0	0	0	6
Grapnels	case	0	2	0	0	0	6
Gravel and Sand, boat's register	each	0	4	0	0	2	0
Grease	ton	0	4	0	0	1	0*
Grindstones	cwt	0	2	0	0	0	6
Guano	ton	2	0	0	0	8	0
Gums	special	...	...	...	...	...	...
Gunnies	cwt	0	1	6	0	0	6
"	bale	0	6	0	0	2	0
Gunpowder	bundle	0	0	9	0	0	6
Guns	special	...	...	...	...	...	...
Haberdashery and Millinery	"	0	5	0	0	1	0
"	case	0	8	0	0	2	0
Hams and Bacon	" large	0	5	0	0	1	0
" loose	case or cask	0	5	0	0	1	0
Hardware, in casks or cases above	each	0	0	6	0	0	3
4 cwt	ton	2	0	0	0	8	0
" under 3½ cwt	cask	0	6	0	0	1	6
"	in cases	0	5	0	0	1	0
Harmoniums	each	2	8	0	0	8	0
Harness	set	0	5	0	0	1	0
Hats	case	0	6	0	0	1	0
Hay, pressed	truss	0	2	0	0	1	0

\* Wharfrage only.



ARTICLES.	How Charged.	Landing & Wharfrage Rate.	Rent per Week.		
			Rs.	A.	P.
Hay, pressed...	bale	0 5 0	0	2	0
Hemp	"	0 5 0	0	1	0
Hessian	"	0 5 0	0	1	0
Hides	package	0 8 0	0	1	0
Hones	case	0 2 0	0	0	6
Honey Jars, Kegs, and similar Pkges...	cwt	0 4 0	0	0	6
Hoop Iron	ton	1 4 0	0	2	0
Hops	pkge or bale	0 5 0	0	1	0
Horns	ton	2 0 0	0	4	0
Horses, Ponies	each	5 0 0	...	...	...
" and Cattle Boxes	"	1 0 0	...	...	...
Hurdles or Fencing (Iron)	ton	1 12 0	0	4	0
Ice	special	0 ...	0	...	...
Indigo	cwt	0 2 0	0	0	6
Ink	case	0 5 0	0	1	0
" in cask	cask	0 8 0	0	1	6
Ironmongery	ton	2 0 0	0	8	0
Iron, Hoop, Rod, Bar, half round,					
Pig, Sheet	"	1 4 0	0	2	0
" Pipes up to 6 inches in diameter...	"	1 12 0	0	4	0
" Pipes above 6 inches in diameter	at same	rates as	machinery		
" Railway Materials	ton	2 0 0	0	4	0
" Heavy	same	as Machinery			
" Girders	do	do			
" Galvanized	ton	1 8 0	0	4	0
" Wire	"	1 8 0	0	4	0
" Shot	"	1 12 0	0	4	0
" Plate	"	1 8 0	0	4	0
Jagree	cwt	0 2 0	0	0	6
Jars, China or Japan, large	each	0 2 0	0	0	6
" small	pair	0 1 0	0	0	6
Jewellery	ad valorem	...	...	...	...
Junk (old Rope)	cwt	0 1 6	0	0	6
Jute	bale	0 4 0	0	1	0
Lard	cwt	0 2 0	0	0	6
Lashings, Bale	each	0 5 0	0	1	0
" Bundle	"	0 2 0	0	0	6
Lead, Pig	cwt	0 1 6	0	0	6
" Pipes	ton	1 12 0	0	4	0
" Ore	cwt	0 1 6	0	0	6
Lenther	case or pkge	0 5 0	0	1	0
Live Stock, Horses	each	5 0 0	...	...	...
" Cows	"	2 8 0	...	...	...
" Calves, Donkeys	"	1 8 0	...	...	...
" Pigs, Goats, Sheep, and Dogs...	"	0 8 0	...	...	...
" Tigers, & similar wild animals.	"	10 0 0	...	...	...
" Other Animals	special	...	...	...	...
Live Poultry and other Fowls...	dozen	0 2 0	...	...	...
" other Birds	special	...	...	...	...

ARTICLES.	How Charged.	Landing & Wharfage Rate.	Rent per Week.
		Rs A. P.	Rs A. P.
Mace ... ..	Per cwt	0 2 0	
Machinery, under 2 tons ... ..	ton	2 0 0	0 4 0*
" Weight over 2 tons & under 3... ..	"	2 8 0	...*
" 3 tons and under 4 ... ..	"	3 0 0	...*
" 4 tons and under 5 ... ..	"	4 0 0	...*
" 5 tons and under 10 ... ..	"	7 0 0	...*
Malt... ..	sack	0 4 0	0 1 0
Marble Slabs... ..	cwt	0 2 0	0 0 6
" Sculpture ... ..	each	0 8 0	0 2 0
Matches ... ..	each case	0 6 0	Special
Mathematical, Surgical, and Nautical Instruments ... ..	case	0 5 0	0 1 0
Mats, China and Zanzibar ... ..	roll of cwt	0 1 0	0 0 6
" Country ... ..	"	0 1 0	0 0 6
" Cane ... ..	"	0 2 0	0 1 0
Medicine or Drugs ... ..	case or cask	0 5 0	0 1 0
Melting Pots or Crucibles ... ..	case	0 5 0	0 1 0
Methalated Spirits ... ..	10 gallons	0 2 0	0 1 0
Mill and Foundation Stones ... ..	ton	2 0 0	0 4 0
Millinery ... ..	case	0 5 0	0 1 0
" large ... ..	"	0 8 0	0 1 0
Molasses ... ..	cwt	0 2 0	0 0 6
Mooring Chains ... ..	ton	2 0 0	0 4 0
Mother-o'-Pearl and Tortoise Shells ... ..	case	0 5 0	0 1 0
Musical Instruments (small) ... ..	"	0 8 0	0 2 0
" Piano ... ..	each	5 0 0	0 8 0
" Harmonium ... ..	"	2 8 0	0 4 0
" Organ, entire... ..	"	10 0 0	0 12 0
Musk ... ..	cwt	0 2 0	0 0 6
Nails ... ..	"	0 1 3	0 0 6
Naphtha, 5 gallons ... ..	in package	0 2 0	Special
Oakum ... ..	in do. or bdle	0 4 0	0 1 0
Oars ... ..	each	0 0 6	0 0 6
Oatmeal, in bags or ... ..	pkge of 1 cwt	0 2 0	0 0 6
Oil & Floor Cloth ... ..	package	0 5 0	0 0 6
" Cake ... ..	cwt	0 2 0	0 0 6
" Drums, empty ... ..	each	0 0 6	...
Oilman stores, 1 to 3 dozs ... ..	in boxes	0 3 0	0 1 0
Oils ... ..	10 gallons	0 3 0	0 0 6
" ... ..	5	0 1 6	0 0 6
" ... ..	in hhds	0 10 0	0 2 0
" Turpentine ... ..	10 gallons	0 2 0	0 0 6
" Paraffin, Kerosine, &c., 10 gallons... ..	in case	0 2 0	Special
Onions, in bundles ... ..	cwt	0 2 0	0 0 6
Opium ... ..	chest	1 0 0	0 4 0
" ... ..	half chest	0 8 0	0 2 0
Oranges ... ..	case	0 4 0	0 1 0
Organs, entire ... ..	each	10 0 0	0 12 0

\* Weight or Measurement at option of Dock authorities.

ARTICLES.	How Charged.	Landing & Wharfage Rate.	Rent per Week.		
			Rs.	A.	P.
Paddy ... ..	Per cwt	0 1 0	0	0	6
Pails ... ..	dozen	0 4 0	0	1	6
Painters' Materials ... ..	case	0 5 0	0	1	0
Paints, under 56 lbs ... ..	drum	0 1 6	0	0	6
"    in casks ... ..	ton	2 8 0	0	8	0*
Paper ... ..	case or bale	0 5 0	0	0	6
Pearlash ... ..	keg	0 2 0	0	0	6
Pearls ... ..	ad valorem	...	...	...	...
Peas ... ..	cwt	0 2 0	0	0	6
Pepper, in bags ... ..	"	0 2 0	0	0	6
Perfumery, Soap, Sponges, &c. ... ..	case	0 5 0	0	1	0
Photographic Apparatus ... ..	"	0 5 0	0	1	0
Pianofortes ... ..	each	5 0 0	0	8	0
Pictures and Prints ... ..	case	0 5 0	0	1	0
"    large ... ..	"	0 8 0	0	2	0
Piece Goods, Cotton ... ..	case or bale	0 5 0	0	1	0
"    Silk and Velvet ... ..	"	0 6 0	0	1	0
Pipes, Clay ... ..	case	0 1 6	0	0	6
"    Meerschaum and Fancy ... ..	"	0 4 0	0	1	0
Pitch and Tar, 2 to 3½ cwt ... ..	in cask	0 5 0	0	1	0
Plants, Shrubs, &c. ... ..	package	0 5 0	0	0	6
"    large... ..	"	0 12 0	...	...	...
Plaster of Paris ... ..	cask	0 5 0	0	1	0
Plate, Silver ... ..	ad valorem	...	...	...	...
Plated Ware ... ..	case	0 8 0	0	2	0
Ploughs ... ..	each	1 0 0	0	4	0
Porcelain ... ..	case	0 8 0	0	2	0
"    ... ..	cask	1 0 0	0	4	0
Pork... ..	"	0 5 0	0	1	0
Precious Stones ... ..	ad valorem	...	...	...	...
Printing Presses, Types, &c. ... ..	ton	2 0 0	0	4	0
Provisions, Salt ... ..	cask	0 5 0	0	1	0
"    Preserved ... ..	case	0 3 0	0	1	0
Quicksilver ... ..	bottle	0 3 0	0	0	6
Quills (Pens)... ..	pkge or case	0 5 0	0	1	0
Quinine ... ..	case	0 5 0	0	1	0
Rags ... ..	bundle	0 2 0	0	0	6
"    ... ..	bale	0 5 0	0	1	0
Raisins ... ..	box	0 1 0	0	0	6
"    ... ..	bag	0 2 0	0	1	0
Red Lead ... ..	keg of 1 cwt	0 1 6	0	0	6
Reeds ... ..	large pkge	0 5 0	0	1	0
"    ... ..	small "	0 2 0	0	0	6
Rice, not exceeding 1½ cwt ... ..	bag	0 1 0	0	1	0
Rocking Horses ... ..	each	0 8 0	0	1	0
Rope... ..	cwt	0 1 6	0	1	0
Rosewater ... ..	case	0 4 0	...	...	...
"    ... ..	carboy	0 1 0	...	...	...

\* With Tare weight.

ARTICLES.	How Charged.	Landing & Wharfrage Rate.			Rent per Week.		
		Rs	A.	P.	Rs	A.	P.
Rosin ...	Per cask	0	5	0	0	1	0
Rugs, Persian ...	roll	0	4	0	0	2	0
" European ...	"	0	5	0	0	2	0
Saddlery ...	case	0	5	0	0	1	0
Saffron ...	"	0	6	0	0	1	0
Sago... ..	cwt	0	2	0	0	0	6
Sailcloth ...	bale	0	5	0	0	0	6
Sails... ..	cwt	0	2	0	0	0	6
Salammoniac, 2 and under 3½ cwt	in cask	0	5	0	0	1	0
Salt ... ..	ton	1	0	0	0	3	0
Saltpetre ...	cwt	0	1	6	0	0	6
Samples ...	each	0	2	0	0	0	6
Sand, boat's register ...	ton	0	6	0	...	*	
Seeds ... ..	under 1½ cwt	0	1	0	0	0	6
Sewing Machines ...	each	0	5	0	0	1	0
Shafts, Wooden ...	pair	0	4	0	0	0	6
Shawls ... ..	package	0	5	0	0	1	0
Shellac ... ..	case	0	4	0	0	1	0
Shoes and Boots ...	"	0	5	0	0	1	0
Shooks (Staves) ...	bundle	0	2	0	0	1	0
Shots ... ..	cwt	0	1	6	0	0	6
Shovels ... ..	dozen	0	2	0	0	1	0
Silk, Raw ... ..	bale	0	5	0	0	1	0
" Piece Goods and Velvets...	case or bale	0	6	0	0	1	0
" Shawls, &c. ...	"	0	6	0	0	1	0
Silver Coin ... ..	package	0	2	0	0	2	0*
" Plate ... ..	<i>ad valorem</i>	...			...		
Slates ... ..	case	0	5	0	0	1	0
Soap, Bar ... ..	case of ½ cwt	0	1	6	0	0	6
" Pieces ... ..	case	0	5	0	0	1	0
" Soft ... ..	cwt	0	1	6	0	0	6
Soda, 2 and under 3½ cwt	in cask	0	5	0	0	1	0
" ... ..	keg of 1 cwt	0	2	0	0	0	6
Sofas ... ..	each	0	8	0	0	2	0
Spades ... ..	dozen	0	2	0	0	1	0
Spectacles ... ..	case	0	5	0	0	1	0
Spelter ... ..	cwt	0	1	6	0	0	6
Spices ... ..	package	0	2	0	0	1	0
Spirits ... ..	{ pipe, butt, or puncheon }	1	0	0	0	3	0
" ... ..	hogshead	0	12	0	0	2	0
" ... ..	cask	0	8	0	0	2	0
" ... ..	dozen	0	1	0	0	0	6
" ... ..	doz pints	0	0	9	0	0	6
Stationery, &c. ...	case	0	5	0	0	1	0
" ... ..	cask	0	8	0	...		
Statuary ... ..	special	...			...		
Steel ... ..	cwt	0	1	6	0	0	6

\* Wharfrage only.

ARTICLES.	How Charged.	Landing & Wharfrage Rate.	Rent per Week.		
			Rs	A.	P.
Sticks, Walking ... ..	case	0 5 0	0	0	6
Stones, Mill ... ..	ton	2 0 0	0	4	0
" Foundation ... ..	"	2 0 0	0	4	0
" Lithographic ... ..	each	0 2 0	0	0	6
Stoves and Grates ... ..	"	0 8 0	0	2	0
Sugar, crushed, not exceeding 2 cwt...	in bag	0 1 7	0	0	6
Sulphur, 2 to 3½ cwt ... ..	in cask	0 5 0	0	1	0
Sulphuric Acid ... ..	case	0 6 0	Special		
Swords ... ..	"	0 5 0	0	1	0
Tallow ... ..	cwt	0 2 0	0	0	6
Tamarinds ... ..	"	0 2 0	0	0	6
Tanks (400 gallons and under) ... ..	each	0 8 0	0	2	0
Tar, 2 to 3½ cwt ... ..	in cask	0 5 0	0	1	0
Tarpaulins ... ..	each	0 1 6	0	0	6
Tea ... ..	half chest	0 1 0	0	0	6
" ... ..	chest of 60 lbs	0 2 0	0	1	0
Tents ... ..	each	1 0 0	0	4	0
Thread ... ..	case	0 5 0	0	0	6
Tiles ... ..	thousand	2 0 0	0	4	0
Timber, Logs, 50 c ft... ..	ton	1 0 0	Special		
" Scantlings ... ..	"	1 0 0	"		
" Sleepers ... ..	each	0 1 6	"		
Tin Plate ... ..	cwt	0 1 3	0	0	6
Tobacco ... ..	56 lbs	0 2 0	0	0	6
" ... ..	1 to 2 cwts	0 5 0	0	1	0
Tow ... ..	bdle or bale	0 4 0	0	1	0
Twine ... ..	bundle	0 1 6	0	0	6
Twist and Yarn ... ..	bale or case	0 5 0	0	1	0
Toys ... ..	large case	0 12 0	0	2	0
" ... ..	small "	0 6 0	0	1	0
Umbrellas, English ... ..	case	0 5 0	0	1	0
" Chinese ... ..	"	0 5 0	0	1	0
Varnish ... ..	5 gallons	0 1 6	0	0	6
Vinegar ... ..	cask	0 5 0	0	1	0
" ... ..	hogshead	0 8 0	...		
Vitriol ... ..	case	0 5 0	...		
Waggons or Vans ... ..	each	10 0 0	2	0	0
Watches ... ..	ad valorem	...	...		
Whalebone ... ..	cwt	0 2 0	0	0	6
Wheels, Carriage ... ..	pair	0 6 0	0	1	0
" Railway ... ..	"	0 8 0	0	2	0
" Engine ... ..	"	1 0 0	0	4	0
Whiting ... ..	cwt	0 1 6	0	0	6
Wines ... ..	cask	0 8 0	0	2	0
" ... ..	hogshead	0 12 0	0	2	0
" ... ..	{ pipe, butt, or puncheon }	1 0 0	0	3	0
" ... ..	doz qts	0 1 0	0	0	6
" ... ..	" pts	0 0 9	0	0	6

ARTICLES.	How Charged.	Landing & Wharfage Rate.	Rent per Week.
	Per	Rs A. P.	Rs A. P.
Wood, Spars and Logs ... ..	50 c ft	1 0 0	0 2 0
" Deals and Boards ... ..	"	1 0 0	0 2 0
Wool .. ...	bale	0 5 0	0 1 0
" .. ...	boras	0 6 0	0 1 0
Woollens ... ..	bale	0 5 0	0 1 0
Yellow Metal, 5 cwt ... ..	case	0 8 0	Special
" 10 " ... ..	"	1 0 0	0 2 0

The foregoing rates include landing, crannage, wharfage, removal from the Quay to the Dock Godowns or storing-ground, and stacking.

The goods are allowed to remain on the Dock premises for one week from the date of landing without any extra fee, after which rent is charged for every additional week or portion of a week at the rates named in the rent column.

For the use of the Dock sidings an extra charge of four annas per ton is made on all goods despatched by rail direct from the Dock.

## EXPORT RATES.

ARTICLES.	How Charged.	Wharfage and Shipping Rate.	Rent per Week.
	Per	Rs A. P.	Rs A. P.
Aloes, in case, cask, seron or bag ...	cwt	0 2 0	0 0 6
Almonds ... ..	"	0 2 0	0 0 6
Amba Huldee ... ..	"	0 2 0	0 0 6
Animals, Horses ... ..	each	5 0 0	...
" Cows or Buffaloes ... ..	"	2 8 0	...
" Calves, Donkeys ... ..	"	1 8 0	...
" Pigs, Goats, Sheep, Dogs ...	"	0 8 0	...
" Tigers, & other wild animals.	"	10 0 0	...
" Poultry ... ..	dozen	0 2 0	...
Assafetida ... ..	cwt	0 3 0	...
Ballast, by Carts ... ..	cart	0 4 0	Wharfage only
" by Boats ... ..	ton	0 2 0	"
Betelnuts ... ..	cwt	0 2 0	"
Bloodstones ... ..	special	...	...
Bones ... ..	ton	1 8 0	...
Broken Glass .. ...	cwt	0 2 0	...
Cake, Oil, Cotton Seed, Groundnut, India, Mowa, Rape, or Linseed ...	"	0 2 0	...
Cambay Stones ... ..	special	...	...
Camphor ... ..	cwt	0 2 0	0 0 6
Cardamoms ... ..	"	0 2 0	0 0 6
Carraway Seeds ... ..	"	0 2 0	0 0 6



ARTICLES.	How Charged.	Wharfage and Shipping Rate.			Rent per Week.		
		Rs	A.	P.	Rs	A.	P.
Horses ... ..	Per each	5	0	0	...	...	...
Indigo, Chests ... ..	"	0	6	0	...	...	...
" Serons ... ..	"	0	5	0	...	...	...
Iron, Old ... ..	cwt	0	1	0	...	...	...
Ivory ... ..	package	0	4	0	...	...	...
" loose ... ..	ton	2	8	0	...	...	...
Jellies and Preserves...	doz	0	1	0	...	...	...
Jute ... ..	pressed bales	0	3	0	...	...	...
Linseed ... ..	cwt	0	0	3	...	...	...
Mace ... ..	"	0	4	0	...	...	...
Mats ... ..	package	0	2	0	...	...	...
Mother-o'-Pearl (Shells)	ton	2	8	0	...	...	...
Myrabollams...	cwt	0	1	0	...	...	...
Nux Vomica ... ..	"	0	2	0	...	...	...
Oil, Castor, Coconut, Gingelly, &c. ...	cask	0	8	0	...	...	...
" Paint, Turpentine, Kerosine, &c...	10 gallons	0	2	0	...	...	...
Onions ... ..	package	0	0	6	...	...	...
Opium, 140 lbs ... ..	in chest	1	0	0	...	...	...
" ... ..	half chest	0	8	0	...	...	...
Pepper ... ..	cwt	0	2	0	...	...	...
Piece Goods ... ..	case or bale	0	5	0	...	...	...
Potatoes ... ..	basket	0	0	6	...	...	...
Rags ... ..	bale	0	3	0	...	...	...
Rapeseed ... ..	cwt	0	0	6	...	...	...
Rattans ... ..	"	0	2	0	...	...	...
Rice ... ..	bag of 6 qrs	0	1	0	...	...	...
Rose Oil ... ..	case	0	6	0	...	...	...
Salt ... ..	ton	1	0	0	...	...	...
Sandalwood ... ..	cwt	0	2	0	...	...	...
" Oil ... ..	5 gallons	0	1	6	...	...	...
Seeds ... ..	cwt	0	0	3	...	...	...
Shellack ... ..	"	0	2	0	...	...	...
Silk, Raw ... ..	case or bale	0	5	0	...	...	...
Spices ... ..	cwt	0	2	0	...	...	...
Sugar ... ..	bag	0	2	0	...	...	...
Tanned Skins, Cow ... ..	package	0	5	0	...	...	...
" " Sheep and Goat ... ..	"	0	2	0	...	...	...
Tea ... ..	chest of 60 lbs	0	2	0	...	...	...
" " ... ..	half chest	0	1	0	...	...	...
Teelseed ... ..	cwt	0	0	3	...	...	...
Turmeric ... ..	"	0	2	0	...	...	...
Waste, Cotton ... ..	bale	0	3	0	...	...	...
Wheat ... ..	cwt	0	0	3	...	...	...
Wool .. ...	bale	0	3	0	...	...	...
Yarn or Twist .. ...	"	0	5	0	...	...	...

Cotton and other country produce can be consigned direct to the Dock from any station on either the G. I. P. or the B. B. and C. I. Railway Companies' lines at an extra charge of four annas per ton for the use of the Dock siding.



## GENERAL POST OFFICE.

(Frere Town, Esplanade.)

Lt.-Col. G. M. Battye, Postmaster General, Bombay. (Europe.)	Dinnanath Babajee Rele, Supt. Posta Press.
H. E. M. James, Esq., C.S., <i>Offg.</i>	C. A. Stuart, Postmaster, Bombay.
Rao Saheb Gunputrao Raghoba Talpade, Head Assistant.	E. Hutton, <i>Offg.</i> Assist. Postmaster Bombay, and Overland Parcel Agent.
Ramchunder Bapoojee Jadhav, Supt. Dead Letter Office.	V. M. Cabral, Dy. Postmaster, Bombay.

## DEPARTURE OF OCEAN MAILS, &amp;c.

## OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every *Monday* during the fair season (and every *Friday* during the monsoon at 5-30 P. M.) soon after 7 P. M.

1877.—7 P. M.		1877.—7 P. M.		1877.—5-30 P. M.	
Monday	... 1st Jan.	Monday	7th May	Friday	... 7th Sept.
"	... 8th "	"	... 14th "	"	... 14th "
"	... 15th "	"	... 21st "	"	... 21st "
"	... 22nd "	5-30 P. M.		7 P. M.	
"	... 29th "	Friday	... 1st June	Monday	... 1st Oct.
"	... 5th Feb.	"	... 8th "	"	... 8th "
"	... 12th "	"	... 15th "	"	... 15th "
"	... 19th "	"	... 22nd "	"	... 22nd "
"	... 26th "	"	... 29th "	"	... 29th "
"	... 5th Mar.	"	... 6th July	"	... 5th Nov.
"	... 12th "	"	... 13th "	"	... 12th "
"	... 19th "	"	... 20th "	"	... 19th "
"	... 26th "	"	... 27th "	"	... 26th "
"	... 2nd April	"	... 3rd Aug.	"	... 3rd Dec.
"	... 9th "	"	... 10th "	"	... 10th "
"	... 16th "	"	... 17th "	"	... 17th "
"	... 23rd "	"	... 24th "	"	... 24th "
"	... 30th "	"	... 31st "	"	... 31st "

The following are the arrangements in the hours for closing Mails :—

Letters will be received at the General Post Office up to 5-30 P. M. during the fair season, and 3-30 P. M. during the monsoon.

Newspapers, Books, and Patterns up to 3 P. M. during the fair season, and 1-30 P. M. during the monsoon.

Registered Letters up to 2 P. M. during the fair season, and 1 P. M. during the monsoon.

Registered Letters, if fully pre-paid, together with an extra fee of 2 annas, will be received at the General Post Office between 2 and 4 P. M. during the fair season, and 1 and 3 P. M. during the monsoon.

Late letters, if fully pre-paid by means of stamps in respect both of postage and of the late letter fee (2 annas each), will be received at the Wellington Pier Post Office from 5-30 to 6-30 P. M. during the fair season, and from 3-30 to 4-30 P. M. during the monsoon.

The latest hour for posting Ordinary Overland Covers at the several Branch Post Offices is 4 P.M., and registered letters at 1 P.M.

Fully pre-paid letters will be received on board the Overland Mail Steamer after the closing of Mails at the General Post Office) up to starting time, by the payment of an additional fee of 4 annas. All others will be refused.

Via BRINDISI.		Via SOUTHAMPTON.	
Letters not exceeding $\frac{1}{2}$ oz ...	6 annas.	Letters not exceeding $\frac{1}{2}$ oz. ...	5 annas.
Newspapers ... ..	2 „	Newspapers ... ..	1 anna.

Books or Patterns, 1 oz., 1 anna 6 pies ; 2 oz., 2 as. 9 pies ; 4 oz., 4 as. 9 pies.

### CHINA MAILS, &c.

Mails for China, Point de Galle, Singapore, Penang, Hongkong, Shanghai, and Japan, are despatched every alternate *Tuesday* during the fair season, and every alternate *Monday* during the monsoon.

1877.—4 P.M.		1877.—4 P.M.		1877.—4 P.M.	
Tuesday ...	9th Jan.	Tuesday ...	15th May.	Monday ...	17th Sept.
„ ...	23rd „	„ ...	29th „	Tuesday ...	2nd Oct.
„ ...	6th Feb.	Monday ...	11th June	„ ...	16th „
„ ...	20th „	„ ...	25th „	„ ...	30th „
„ ...	6th March	„ ...	9th July	„ ...	13th Nov.
„ ...	20th „	„ ...	23rd „	„ ...	27th „
„ ...	3rd April.	„ ...	6th Aug.	„ ...	11th Dec.
„ ...	17th „	„ ...	20th „	„ ...	25th „
„ ...	1st May	„ ...	3rd Sept.		

Letters to China not exceeding  $\frac{1}{2}$  ounce, 4 annas ; Newspapers, 2 annas.

### AUSTRALIAN MAILS.

Mails for the Australian Colonies are closed at the General Post Office every fourth *Saturday*.

1877.—3 P.M.		1877.—3 P.M.		1877.—3 P.M.	
Saturday ...	6th Jan.	Saturday ...	28th April	Saturday ...	18th Aug.
„ ...	3rd Feb.	„ ...	26th May.	„ ...	15th Sept.
„ ...	3rd Mar.	„ ...	23rd June.	„ ...	13th Oct.
„ ...	31st „	„ ...	21st July.	„ ...	10th Nov.
				„ ...	8th Dec.

Letters not exceeding  $\frac{1}{2}$  ounce, 6 annas ; Newspapers, 2 annas.

Registered Letters will be received until 1 P.M. on the above dates.

### MAILS FOR KURRACHEE.

The B. I. S. N. Company's Contract Steamers are despatched from Bombay to Kurrachee twice in a week, viz., on every Monday and Friday.

### PERSIAN GULF MAILS.

The Mail Service by the Contract Steamers of the British India Steam Navigation Company between Bombay and the Persian Gulf is now weekly, but as the Steamers touch at Guader, Muscat, and Jask on every alternate voyage only, the Mails for these ports are despatched fortnightly.

A Mail is despatched on every Friday.

## DESPATCH OF INLAND MAILS FROM BOMBAY.

Table showing the hours for closing the Inland Mails which came into force from the 1st October 1876, and will continue so until further notice:—

MAILS.	At General Post Office.		At Branch Post Offices.	At the Boree Bunder Railway Station Post Office.
	Ordinary Letters and Papers	Registered Letters and Parcels.		
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway.....	4-50 P.M.	3 P.M.	3 P.M.	5-25 P.M.
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona and Madras Presidency; also for Ahmednuggur, Seroor, Deccan, and S. M. Country.....	1-20 P.M.	12 NOON.	11-30 A.M.	1-55 P.M.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch .....	7-30 P.M.	4 P.M.	5-30 P.M.	.....
For ditto in Southern Concan, i.e., for Penn, Nagotna, Mhar, Khed, Dapoolce, and Rutnagherry .....	10 A.M.	{ 4 P.M. of previous day.	{ 8-30 A.M.	.....
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona, Oorun and Panwell .....	5-30 A.M.	{ 4 P.M. of previous day.	{ 5-30 P.M. of previous day }	.....

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

**LETTERS.**—There are six deliveries in Bombay every day; at 8 A.M., 10 A.M., 11-30 A.M., 1 P.M., 2 P.M., and 5 P.M. The inland post goes out at 5-30 P.M. for Khandeish, Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar; for Poona, the Deccan, Southern Mahratta Country, and Madras Presidency, also for Ahmednuggur and Seroor, at 2 P.M.; and for Scinde, Kattywar, and Kutch at 6-30 P.M. For all Post Towns in Southern Concan, i.e., for Penn, Nagotna, Mhar, Khed, Dapoolce and Rutnagherry at 10 A.M. For the South Eastern line as far as Poona, 5-30 A.M. The Overland Mail for England is despatched on every Friday evening at 7 o'clock, and closes at 5-30 o'clock for letters, and 3 P.M. for newspapers and books. Late packets are received.

on payment of extra postage, up till 6-30 P.M. at Apollo Bunder and on board till the hour of the steamer's departure (7 P.M.) at an additional fee of 4 annas. Postage on inland letters not exceeding  $\frac{1}{2}$  tola  $\frac{1}{2}$  anna, 1 tola 1 anna, above  $\frac{1}{2}$  and not exceeding 2 tolas 2 annas. On letters to the United Kingdom not exceeding  $\frac{1}{2}$  ounce via Brindisi 6 annas, 1 ounce 12 annas; via Southampton not exceeding  $\frac{1}{2}$  ounce 5 annas, 1 ounce 10 annas.

## PREPAID INLAND POSTAGE RATES.

	LETTER POST.			BANGHY POST.	
	Letters.	Registered Newspapers and Proof Sheets.	Unregistered Newspapers, &c.	Parcels.	Packets.
		Open covers. Prepayment compulsory.	Open covers. Prepayment compulsory.		Open covers Prepayment compulsory.
	A. P.	A. P.	A. P.	A. P.	A. P.
Not exceeding $\frac{1}{2}$ tola in weight .....	0 6 <sup>1</sup>	.....	.....	.....	.....
Exceeding $\frac{1}{2}$ tola and not exceeding 1 tola in weight .....	1 0	.....	.....	.....	.....
Exceeding 1 and not exceeding 2 tolas in weight .....	2 0	.....	.....	.....	.....
For every additional tola .....	1 0	.....	.....	.....	.....
Not exceeding 10 tolas in weight .....	.....	0 6	1 0	.....	.....
Not exceeding 20 tolas in weight .....	.....	1 0	.....	4 0	2 0
Exceeding 20 and not exceeding 30 tolas in weight .....	.....	1 6	.....	6 0	3 0
For every additional 10 tolas .....	.....	0 6	.....	2 0	1 0

**Note.**—(1.) Postage can be prepaid only by means of a proper stamp, or stamps adhesive or embossed.

(2.) Any article sent by letter post can be registered under the regulations applicable to the registration of letters.

(3.) The tola is the standard weight of a Government rupee. It is equal to  $\frac{72}{175}$  ounce (avoirdupois), 10 tolas being thus very slightly in excess of 4 ounces.

4 pies..... = $\frac{1}{2}$ d.	1 anna..... = $1\frac{1}{2}$ d.	2 annas... = 3d.
6 pies or $\frac{1}{2}$ anna = 3 farthings.	1 anna 4 pies = 2d.	8 annas... = 1s.
8 pies..... = 1 penny.	1 anna 8 pies = $2\frac{1}{2}$ d.	1 rupee... = 2s.

Postage Duties chargeable upon letters and other articles sent through the Post from any part of British India to any country belonging to the General Postal Union.

	Each letter per $\frac{1}{2}$ oz.		Printed Papers, Legal and Commercial Documents, and Patterns.			
			Each Newspaper, per 4 ozs.		Each packet of printed papers, &c., per 2 ozs.	
	A.	P.	A.	P.	A.	P.
Upon letters sent through the post from any place in British India—						
To the United Kingdom and countries belonging to the Union served through the United Kingdom—						
<i>Via</i> Brindisi.....	6	0	2	0	2	6
<i>Via</i> Southampton .....	5	0	1	0	1	6
To Aden, Malta, and Gibraltar.....	4	0	1	0	1	6
To any country belonging to the Union not coming under the foregoing heads...	5	0	1	0	1	6

Postage Duties chargeable on letters and other articles sent through the Post from any place in British India to the undermentioned countries :

Where the means of conveyance from India is not specified, it is always by British packet, i.e., P. & O. Co.

Where the description of the route contains no mention of a particular Indian Office, the Mails are sent *via* Bombay, or from Aden in the case of correspondence posted at Aden.

The name immediately following the word "through" is that of the country or office to which the Mails are consigned by the Indian Post Office

Pre-payment of ordinary letters optional. Pre-payment of Printed Papers, Legal and Commercial Documents, and Patterns compulsory

The Registration Fee as well as the postage for letters must, in all cases of registration, be prepaid in full by stamps.

Maximum weight of any packet of papers or documents 2 lbs., and of patterns 8 ozs.

COUNTRIES, ETC.	EACH LETTER.				Each newspaper.		Each packet of printed papers, &c.	
	Per $\frac{1}{2}$ oz.		Registration Fee.		Per 4 ozs.		Per 2 ozs.	
	AS.	P.	AS.	P.	AS.	P.	A.	P.
Aden .....	4	0	4	0	1	0	1	6
AFRICA—Spanish Possessions on Northern Coast of— <i>See Spain</i> .								
ALGERIA— <i>See France</i> .								
AUSTRIA (including Hungary)—								
<i>Via</i> Brindisi through Italy .....	5	0	4	0	1	0	1	6
<i>Via</i> Trieste .....	5	0	4	0	1	0	1	6

COUNTRIES, ETC.	EACH LETTER.		Each newspaper.		Each packet of printed papers, &c.	
	Per $\frac{1}{2}$ oz.	Registration Fee.	Per 4 ozs.	Per 2 ozs.		
<b>AZORES</b> — <i>See Portugal.</i>	AS.	P.	AS.	P.	AS.	P.
<b>BALEARIC ISLANDS</b> — <i>See Spain.</i>						
<b>BELGIUM</b> —						
<i>Via Brindisi through Germany ...</i>	5	0	4	0	1	6
<i>Via Brindisi through Italy .....</i>	5	0	4	0	1	6
<b>CANARY ISLANDS</b> —Same as for Spain; and also the following:—						
<i>Via Brindisi through the United Kingdom .....</i>	6	0	4	0	2	6
<i>Via Southampton through the United Kingdom .....</i>	5	0	4	0	1	6
<b>DENMARK</b> —						
<i>Via Brindisi through Germany ...</i>	5	0	4	0	1	6
<b>EGYPT</b> —						
Through British Offices at Suez or Alexandria.	5	0	4	0	1	6
<b>Additional route from Aden only—</b>						
By French packet through Agent on board .....	5	0	4	0	1	6
<b>FAROE ISLANDS</b> —						
<i>Via Brindisi through Germany ...</i>	5	0	4	0	1	6
<b>FINLAND</b> —Grand Duchy of— <i>See Russia.</i>						
<b>FRANCE</b> —						
<i>Via Brindisi through French Office, Modane .....</i>	5	0	4	0	1	6
<i>Via Marseilles through French Office, Alexandria .....</i>	5	0	4	0	1	6
<b>Additional route from Aden only—</b>						
By French packet through Agent on board .....	5	0	4	0	1	6
<b>FRENCH COLONIES, viz.:—</b>						
In America—						
French Guiana, Guadeloupe and dependencies, Martinique, Miquelon and St. Pierre.						
In Asia and Oceania.						
Marques Islands, New Caledonia and dependencies, Saigon, Tahiti and the Archipelago under French protectorate.						
<i>Via Calcutta or Madras, or from Aden by French packet through Agent on board .....</i>	5	0	4	0	1	6
In East Africa.						
<b>MAYOTTE AND DEPENDENCIES</b> —						
<i>Via Bombay through Aden, and thence by Zanzibar line .....</i>	5	0	4	0	1	6

COUNTRIES, ETC.	EACH LETTER.		Each newspaper.		Each packet of printed papers, &c.	
	Per ½ oz.	Registration Fee.	Per 4 ozs.		Per 2 ozs.	
<b>REUNION AND ST. MARIE IN MADAGASCAR—</b>	AS.	P.	AS.	P.	AS.	P.
Via Bombay and Aden, and thence by French Packet through Agent on board	5	0	4	0	1	0
In West Africa.					1	6
<b>SENEGAL &amp; DEPENDENCIES—</b>						
Via Brindisi through the United Kingdom	6	0	4	0	2	0
Via Southampton through the United Kingdom	5	0	4	0	1	0
<b>GERMANY—</b>						
Via Brindisi	5	0	4	0	1	0
<b>GIBRALTAR</b>	4	0	4	0	1	0
<b>GREECE—</b>						
Through British Post Office, Alexandria	5	0	4	0	1	0
Additional route from Aden only—						
By French Packet through Agent on board	5	0	4	0	1	0
<b>HOLLAND—See Netherlands.</b>						
<b>HUNGARY—See Austria.</b>						
<b>ICELAND—</b>						
Via Brindisi through Germany	5	0	4	0	1	0
<b>ITALY—</b>						
Via Brindisi	5	0	4	0	1	0
<b>LUXEMBURG—</b>						
Via Brindisi through Germany	5	0	4	0	1	0
<b>MADREIRA—Same as for Portugal; and also the following:—</b>						
Via Brindisi through the United Kingdom	6	0	4	0	2	0
Via Southampton through the United Kingdom	5	0	4	0	1	0
<b>MALTA</b>	4	0	4	0	1	0
<b>MOROCCO—Postal Establishments of Spain on the Western Coast of—</b>						
See Spain.						
<b>NETHERLANDS—</b>						
Via Brindisi through Germany	5	0	4	0	1	0
<b>NORWAY—</b>						
Via Brindisi through Germany	5	0	4	0	1	0
<b>PORTUGAL—</b>						
Via Brindisi through French Office Modane	5	0	4	0	1	0
Via Marseilles through French Office, Alexandria	5	0	4	0	1	0
Via Gibraltar	5	0	4	0	1	0

COUNTRIES, ETC.	EACH LETTER.				Each newspaper.		Each packet of printed papers, &c.	
	Per ½ oz.		Registration Fee.		Per 4 ozs.		Per 2 ozs.	
Additional route from Aden only— By French packet through Agent on board .....	AS.	P.	AS.	P.	AS.	P.	AS.	P.
	5	0	4	0	1	0	1	6
ROUMANIA— Via Brindisi through Italy.....	5	0	4	0	1	0	1	6
Via Trieste through Austria.....	5	0	4	0	1	0	1	6
RUSSIA— Via Brindisi through Germany ...	5	0	4	0	1	0	1	6
SERBIA— Via Brindisi through Italy .....	5	0	4	0	1	0	1	6
Via Trieste through Austria.....	5	0	4	0	1	0	1	6
SPAIN— Via Brindisi through French Office, Modane.....	5	0	4	0	1	0	1	6
Via Marseilles through French Office, Alexandria.....	5	0	4	0	1	0	1	6
Via Gibraltar .....	5	0	4	0	1	0	1	6
Additional route from Aden only— By French packet through Agent on board .....	5	0	4	0	1	0	1	6
SWEDEN— Via Brindisi through Germany ...	5	0	4	0	1	0	1	6
SWITZERLAND— Via Brindisi through Italy .....	5	0	4	0	1	0	1	6
TURKEY— Through British Post Office, Alexandria .....	5	0	4	0	1	0	1	6
UNITED KINGDOM— Via Brindisi.....	6	0	4	0	2	0	2	6
Via Southampton .....	5	0	4	0	1	0	1	6
UNITED STATES OF AMERICA— Via Brindisi through United Kingdom .....	6	0	4	0	2	0	2	6
Via Southampton through United Kingdom .....	5	0	4	0	1	0	1	6
Via Bombay and Hongkong.....	5	0	4	0	1	0	1	6
Via Calcutta and Hongkong by Indian Packet (Opium Steamer). ..	5	0	4	0	1	0	1	6

## OVERLAND PARCEL POST.

Parcels for despatch by the "Overland Parcel Post" will be received daily at the Bombay General Post Office, between the hours of 10 A. M. and 4 P. M., Sundays excepted.

The Overland Parcel despatches for each Mail will be made up at this Office at 1 P. M. on the week-day preceding the departure of the Overland Mail Steamer.

Parcels posted after 1 P. M. on that day will be subject to detention until the despatch of the following Mail Steamer.



(1).—Parcels are received at any Post Office in India under the conditions mentioned below at the rate of 8 annas per lb. or fraction thereof (prepayment compulsory), for transmission to the following countries, viz. :—

COUNTRIES.	Remarks respecting special conditions, &c., applicable to particular Countries.
United Kingdom	<p>The prepayment carries the parcel as far as London, any additional charge which may become due on account of British custom duty or carriage beyond London being realised from the addressee. The attention of the public is invited to the fact that the British Post Office has no connection with the Overland Parcel Post; all arrangements out of India are made by the Peninsular and Oriental Steam Navigation Company, and enquiries proceeding from the United Kingdom should be addressed to that Company's Office, 122, Leadenhall Street, London, E.C. The British Post Office, however, has consented to exhibit in every Post Office of the United Kingdom a notice containing information on the subject of the Indian Parcel Post.</p>
	<p>Parcels must not exceed £50 in value. Any parcel which, on examination of the declaration at Bombay, may be found to exceed this value will, instead of being forwarded by the Overland Parcel Post, be transferred to the Bombay Agency of the P. &amp; O. S. N. Company for transmission independently of the Post Office, and subject to such regulations and charges on delivery as may be applicable thereto under the Company's regulations.</p>
	<p>(NOTE.—The Company's present charge is an <i>ad valorem</i> rate of 2 per cent., which does not include Marine or other Insurance.)</p>
Germany ..... Austria-Hun- gary .....	<p>The prepayment carries the parcel to destination. Should any custom duty become due, the amount will be charged on delivery. See also Rule 9 respecting compensation for damage or loss.</p>
Denmark .....	<p>The prepayment carries the parcel to the limit of German conveyance, a separate charge being made on delivery for conveyance beyond the German frontier, as well as for custom duty, should any become due. See also Rule 9.</p>
Sweden ..... Norway ..... Switzerland .....	<p>The prepayment carries the parcel to the limit of German conveyance, a separate charge being made on delivery for conveyance beyond the German frontier, as well as for custom duty, should any become due. From Rule 3 it will be seen that there must be also a second or duplicate declaration of contents and value. See also Rule 9.</p>
France ..... The Netherlands (Holland) ..... Belgium .....	<p>The prepayment carries the parcel to the limit of German conveyance, a separate charge being made on delivery for conveyance beyond the German frontier, as well as for custom duty, should any become due. From Rule 3 it will be seen that there must be also a second or duplicate declaration of contents and value, and that the second or duplicate declaration should contain a statement of the weight (lbs. and oz. or tolas) of the contents, and should, if possible, be written in the French language. See also Rule 9.</p>

(2).—Every parcel should be securely packed in a closed cover or case, and should bear the name and address of the person in the United Kingdom or foreign country for whom it is intended.

*N.B.*—The public are specially warned against the use of flimsy covers for articles transmitted by the Parcel Post. Heavy articles are sometimes sent with only paper covering insecurely tied with string: friction in transit detaches this cover, and damage and loss ensue. A covering of stout cloth or wax-cloth, sewn at the edges, is recommended; but if the contents are liable to suffer from pressure, boxes of wood or tin should be used.

(3).—Every parcel should be accompanied by a separate paper headed with the address of the parcel and containing a declaration of its contents and value under the signature of the sender. Below the signature the address of the sender should be given.

For the parcels addressed to—

The U. Kingdom .....	} Only one declaration as above described is required.
Germany .....	
Austria-Hungary .....	
Denmark .....	
Sweden .....	
Norway .....	} A second or duplicate declaration is also required.
Switzerland .....	
France .....	} A second or duplicate declaration is also required, and the sender is requested to enter in the declaration a statement of the weight (lbs. and ozs. or tolas) of the contents, and to write the second or duplicate declaration, if possible, in the French language. Should he be unable to do so, the Bombay Post Office will attach to the second or duplicate English declaration a French rendering thereof, but the sender is warned of the delay which may result from this.
The Netherlands (Holland) .....	
Belgium .....	

(4).—The parcel so addressed, and the separate paper or papers above referred to, should then be enclosed in a *substantial outer cover*. This outer cover should be superscribed and addressed to "The Post Master, Bombay," and marked "Overland Parcel Post" above the address.

(5).—The parcel so made up must be *fully prepaid by means of postage stamps at the rate of 8 annas per lb. (40 tolas) or fraction of a lb.*, care being taken that the stamps adhere firmly to the cover.

(6).—The parcel so made up must not exceed 50 lbs. (25 seers) in weight, or 2 ft. in length by 1 ft. in breadth or depth. It will be received at any Post Office at the hours fixed for the receipt of ordinary banghy parcels, the usual receipt being given to the sender without reference to the mode of packing prescribed in the case of inland parcels for which receipts are claimed.

(7).—On arrival at Bombay, the Post Master will take off the outer covering, and forward the inside parcel and the accompanying declaration or declarations to the country of inside address.

(8).—It is forbidden to send in these parcels opium or any liquid or any substance or material of a dangerous, damaging, or offensive kind.

(9).—In the case of parcels for or from Germany or Austria-Hungary and the foreign countries served through Germany, compensation will be given by the responsible Post Office to the sender for loss or damage sustained in transit (cases of *sea risk* or of *vis major* or of the *own negligence of the sender* in respect of packing or otherwise excepted). Such compensation will in no case exceed 1½ rupee for each lb. weight or fraction thereof in respect of parcels forwarded from India, and 3 marks or 1½ florins for each 500 grammes or fraction thereof in respect of parcels from Germany or Austria-Hungary. Should the sender desire it, the compensation will be paid to the addressee instead of to himself.

**EXCHANGE AND OVERLAND**

**Tariff showing the amounts chargeable in India for Bank**  
**In addition to the sums shown in the Schedules, the following**

For sums not exceeding ..... £ 2  
 Commission rates ..... 8 annas.

AMOUNT OF ORDERS.		FROM 2s. DOWN TO 1s. 9d.,											
		SCHEDULE 1.	SCHEDULE 2.	SCHEDULE 3.	SCHEDULE 4.	SCHEDULE 5.	SCHEDULE 6.						
		Exchange rate of 2s. per Rupee.	Exchange rate of 1s. 11½d. per Rupee.	Exchange rate of 1s. 11½d. per Rupee.	Exchange rate of 1s. 11½d. per Rupee.	Exchange rate of 1s. 11d. per Rupee.	Exchange rate of 1s. 10½d. per Rupee.						
£	s. d.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs.	A.	P.	Rs.	A.	P.
1	0 0	10 0 0	10 1 9	10 3 6	10 3 6	10 5 3	10 7 0	10	8	9	10	8	9
2	0 0	20 0 0	20 3 3	20 6 9	20 10 3	20 14 0	21 1 6	20	14	0	21	1	6
3	0 0	30 0 0	30 5 0	30 10 3	30 15 6	31 4 9	31 10 3	30	15	6	31	10	3
4	0 0	40 0 0	40 6 9	40 13 6	41 4 9	41 11 9	42 3 3	40	13	6	41	11	9
5	0 0	50 0 0	50 8 6	51 1 0	51 9 9	52 2 9	52 12 0	50	8	6	51	9	9
6	0 0	60 0 0	60 10 0	61 4 6	61 15 0	62 9 9	63 4 9	60	10	0	61	15	0
7	0 0	70 0 0	70 11 9	71 7 9	72 4 3	73 0 9	73 13 6	70	11	9	71	7	9
8	0 0	80 0 0	80 13 6	81 11 3	82 9 3	83 7 9	84 6 3	80	13	6	81	11	3
9	0 0	90 0 0	90 15 3	91 14 9	92 14 6	93 14 6	94 15 0	90	15	3	91	14	9
10	0 0	100 0 0	101 0 9	102 2 0	103 3 6	104 5 6	105 8 0	100	0	0	101	0	9
1	0	0 8 0	0 8 0	0 8 3	0 8 3	0 8 3	0 8 6	1	0	0	1	0	0
2	0	1 0 0	1 0 3	1 0 3	1 0 6	1 0 9	1 1 0	2	0	0	2	0	0
3	0	1 8 0	1 8 3	1 8 6	1 8 9	1 9 0	1 9 3	3	0	0	3	0	0
4	0	2 0 0	2 0 3	2 0 9	2 1 0	2 1 6	2 1 9	4	0	0	4	0	0
5	0	2 8 0	2 8 6	2 8 9	2 9 3	2 9 9	2 10 3	5	0	0	5	0	0
6	0	3 0 0	3 0 6	3 1 0	3 1 6	3 2 0	3 2 9	6	0	0	6	0	0
7	0	3 8 0	3 8 6	3 9 3	3 9 9	3 10 6	3 11 0	7	0	0	7	0	0
8	0	4 0 0	4 0 9	4 1 3	4 2 0	4 2 9	4 3 0	8	0	0	8	0	0
9	0	4 8 0	4 8 9	4 9 6	4 10 3	4 11 3	4 12 0	9	0	0	9	0	0
10	0	5 0 0	5 0 9	5 1 9	5 2 6	5 3 6	5 4 0	10	0	0	10	0	0
11	0	5 8 0	5 9 0	5 9 9	5 10 9	5 11 9	5 12 9	11	0	0	11	0	0
12	0	6 0 0	6 1 0	6 2 0	6 3 0	6 4 3	6 5 6	12	0	0	12	0	0
13	0	6 8 0	6 9 0	6 10 3	6 11 3	6 12 6	6 13 6	13	0	0	13	0	0
14	0	7 0 0	7 1 3	7 2 6	7 3 6	7 4 9	7 6 3	14	0	0	14	0	0
15	0	7 8 0	7 9 3	7 10 6	7 11 9	7 13 3	7 14 6	15	0	0	15	0	0
16	0	8 0 0	8 1 3	8 2 9	8 4 3	8 5 6	8 7 0	16	0	0	16	0	0
17	0	8 8 0	8 9 6	8 11 0	8 12 6	8 14 0	8 15 6	17	0	0	17	0	0
18	0	9 0 0	9 1 6	9 3 0	9 4 9	9 6 3	9 8 0	18	0	0	18	0	0
19	0	9 8 0	9 9 6	9 11 3	9 13 0	9 14 6	10 0 0	19	0	0	19	0	0
1	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	1	0	9	1	0	9
2	0 1 3	0 1 3	0 1 3	0 1 3	0 1 6	0 1 6	0 1 6	2	0	9	2	0	9
3	0 2 0	0 2 0	0 2 0	0 2 0	0 2 0	0 2 0	0 2 0	3	0	0	3	0	0
4	0 2 9	0 2 9	0 2 9	0 2 9	0 2 9	0 2 9	0 2 9	4	0	9	4	0	9
5	0 3 3	0 3 3	0 3 3	0 3 6	0 3 6	0 3 6	0 3 6	5	0	3	5	0	3
6	0 4 0	0 4 0	0 4 0	0 4 0	0 4 3	0 4 3	0 4 3	6	0	4	6	0	4
7	0 4 9	0 4 9	0 4 9	0 4 9	0 4 9	0 4 9	0 5 0	7	0	4	7	0	4
8	0 5 3	0 5 6	0 5 6	0 5 6	0 5 6	0 5 6	0 5 9	8	0	5	8	0	5
9	0 6 0	0 6 0	0 6 0	0 6 3	0 6 3	0 6 3	0 6 3	9	0	6	9	0	6
10	0 6 9	0 6 9	0 6 9	0 6 9	0 7 0	0 7 0	0 7 0	10	0	6	10	0	6
11	0 7 3	0 7 6	0 7 6	0 7 6	0 7 6	0 7 9	0 7 9	11	0	7	11	0	7

**MONEY ORDER TABLE.**

Drafts and Money Orders payable in the United Kingdom.

rates of Commission on Money Orders will be chargeable, viz. :—

£ 5	£ 7	£ 10
1 Rupee	1 Rupee 8 annas	2 Rupees.

**BY FRACTIONS OF ¼d.**

SCHEDULE 7.	SCHEDULE 8.	SCHEDULE 9.	SCHEDULE 10.	SCHEDULE 11.	SCHEDULE 12.	SCHEDULE 13.	AMOUNT OF ORDERS.
Exchange rate of 1s. 10¼d. perRupee.	Exchange rate of 1s. 10d. perRupee.	Exchange rate of 1s. 10d. perRupee.	Exchange rate of 1s. 9¾d. perRupee.	Exchange rate of 1s. 9¼d. perRupee.	Exchange rate of 1s. 9¼d. perRupee.	Exchange rate of 1s. 9d. perRupee.	
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	£ s. d.
10 10 9	10 12 6	10 14 6	11 0 6	11 2 6	11 4 9	11 6 9	1 0 0
21 5 3	21 9 3	21 13 0	22 1 0	22 5 3	22 9 6	22 13 9	2 0 0
32 0 0	32 5 9	32 11 9	33 1 9	33 7 9	33 14 0	34 4 6	3 0 0
42 10 9	43 2 3	43 10 3	44 2 3	44 10 6	45 2 9	45 11 6	4 0 0
53 5 3	53 15 0	54 8 9	55 2 9	55 13 0	56 7 6	57 2 3	5 0 0
64 0 0	64 11 6	65 7 3	66 3 3	66 15 9	67 12 3	68 9 3	6 0 0
74 10 9	75 8 0	76 5 9	77 3 9	78 2 3	79 1 0	80 0 0	7 0 0
85 5 3	86 4 9	87 4 3	88 4 6	89 4 9	90 5 9	91 6 9	8 0 0
96 0 0	97 1 3	98 3 0	99 5 0	100 7 6	101 10 3	102 13 9	9 0 0
106 10 9	107 13 9	109 1 6	110 5 6	111 10 0	112 15 0	114 4 6	10 0 0
0 8 6	0 8 9	0 8 9	0 8 9	0 9 0	0 9 0	0 9 3	1 0 0
1 1 0	1 1 3	1 1 6	1 1 9	1 1 9	1 2 0	1 2 3	2 0 0
1 9 6	1 10 0	1 10 3	1 10 6	1 10 9	1 11 0	1 11 6	3 0 0
2 2 3	2 2 6	2 3 0	2 3 3	2 3 9	2 4 3	2 4 6	4 0 0
2 10 9	2 11 3	2 11 9	2 12 3	2 12 9	2 13 3	2 13 9	5 0 0
3 3 3	3 3 9	3 4 3	3 5 0	3 5 6	3 6 3	3 6 9	6 0 0
3 11 9	3 12 6	3 13 0	3 13 9	3 14 6	3 15 3	4 0 0	7 0 0
4 4 3	4 5 0	4 5 9	4 6 6	4 7 6	4 8 3	4 9 3	8 0 0
4 12 9	4 13 9	4 14 6	4 15 6	5 0 3	5 1 3	5 2 3	9 0 0
5 5 3	5 6 3	5 7 3	5 8 3	5 9 3	5 10 3	5 11 6	10 0 0
5 13 9	5 15 0	6 0 0	6 1 0	6 2 3	6 3 6	6 4 6	11 0 0
6 6 6	6 7 6	6 8 9	6 10 0	6 11 3	6 12 6	6 13 9	12 0 0
6 15 0	7 0 3	7 1 6	7 2 9	7 4 0	7 5 6	7 6 9	13 0 0
7 7 6	7 8 9	7 10 3	7 11 6	7 13 0	7 14 6	8 0 0	14 0 0
8 0 0	8 1 6	8 3 0	8 4 6	8 6 0	8 7 6	8 9 3	15 0 0
8 8 6	8 10 0	8 11 9	8 13 3	8 15 0	9 0 6	9 2 3	16 0 0
9 1 0	9 2 9	9 4 3	9 6 0	9 7 9	9 9 6	9 11 6	17 0 0
9 9 6	9 11 3	9 13 0	9 15 0	10 0 9	10 2 9	10 4 6	18 0 0
10 2 3	10 4 0	10 5 9	10 7 9	10 9 9	10 11 9	10 13 9	19 0 0
0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	0 0 9	1 0 0
0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	0 1 6	2 0 0
0 2 3	0 2 3	0 2 3	0 2 3	0 2 3	0 2 3	0 2 3	3 0 0
0 2 9	0 3 0	0 3 0	0 3 0	0 3 0	0 3 0	0 3 0	4 0 0
0 3 6	0 3 6	0 3 9	0 3 9	0 3 9	0 3 9	0 3 9	5 0 0
0 4 3	0 4 3	0 4 3	0 4 6	0 4 6	0 4 6	0 4 6	6 0 0
0 5 0	0 5 0	0 5 0	0 5 3	0 5 3	0 5 3	0 5 3	7 0 0
0 5 9	0 5 9	0 5 9	0 6 0	0 6 0	0 6 0	0 6 0	8 0 0
0 6 6	0 6 6	0 6 6	0 6 6	0 6 9	0 6 9	0 6 9	9 0 0
0 7 0	0 7 3	0 7 3	0 7 3	0 7 6	0 7 6	0 7 6	10 0 0
0 7 9	0 8 0	0 8 0	0 8 0	0 8 3	0 8 3	0 8 3	11 0 0

## EXCHANGE AND OVERLAND

AMOUNT OF ORDERS.	FROM 1s. 8½d. DOWN TO 1s. 6d.,																				
	SCHEDULE 14.			SCHEDULE 15.			SCHEDULE 16.			SCHEDULE 17.			SCHEDULE 18.			SCHEDULE 19.					
	Exchange rate of 1s. 8½d. per Rupee.			Exchange rate of 1s. 8½d. per Rupee.			Exchange rate of 1s. 8½d. per Rupee.			Exchange rate of 1s. 8d. per Rupee.			Exchange rate of 1s. 7½d. per Rupee.			Exchange rate of 1s. 7½d. per Rupee.					
£ s. d.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
1 0 0	11	9	0	11	11	3	11	13	9	12	0	0	12	2	6	12	5	0			
2 0 0	23	2	0	23	6	9	23	11	3	24	0	0	24	4	9	24	9	9			
3 0 0	34	11	3	35	2	0	35	9	0	36	0	0	36	7	3	36	14	9			
4 0 0	46	4	3	46	13	8	47	6	6	48	0	0	48	9	9	49	3	9			
5 0 0	57	13	3	58	8	6	59	4	3	60	0	0	60	12	3	61	8	9			
6 0 0	69	6	3	70	4	0	71	1	9	72	0	0	72	14	6	73	13	6			
7 0 0	80	15	6	81	15	3	82	15	6	84	0	0	85	1	0	86	2	6			
8 0 0	92	8	6	93	10	6	94	13	0	96	0	0	97	3	6	98	7	6			
9 0 0	104	1	6	105	5	9	106	10	9	108	0	0	109	6	0	110	12	3			
10 0 0	115	10	6	117	1	3	118	8	3	120	0	0	121	8	3	123	1	3			
1 0	0	9	3	0	9	3	0	9	6	0	9	6	0	9	9	0	9	9			
2 0	1	2	6	1	2	9	1	3	0	1	3	3	1	3	6	1	3	9			
3 0	1	11	9	1	12	0	1	12	6	1	12	9	1	13	3	1	13	6			
4 0	2	5	0	2	5	6	2	6	0	2	6	6	2	7	0	2	7	6			
5 0	2	14	3	2	14	9	2	15	6	3	0	0	3	0	6	3	1	3			
6 0	3	7	6	3	8	3	3	9	0	3	9	6	3	10	3	3	11	0			
7 0	4	0	9	4	1	6	4	2	3	4	3	3	4	4	0	4	5	0			
8 0	4	10	0	4	11	0	4	11	9	4	12	9	4	13	9	4	14	9			
9 0	5	3	3	5	4	3	5	5	3	5	6	6	5	7	6	5	8	6			
10 0	5	12	6	5	13	9	5	14	9	6	0	0	6	1	3	6	2	6			
11 0	6	5	9	6	7	0	6	8	3	6	9	6	6	11	0	6	12	3			
12 0	6	15	0	7	0	6	7	1	9	7	3	3	7	4	9	7	6	3			
13 0	7	8	3	7	9	9	7	11	3	7	12	9	7	14	3	8	0	0			
14 0	8	1	6	8	3	0	8	4	9	8	6	6	8	8	0	8	9	9			
15 0	8	10	9	8	12	6	8	14	3	9	0	0	9	1	9	9	3	9			
16 0	9	4	0	9	5	9	9	7	9	9	9	6	9	11	6	9	13	6			
17 0	9	13	3	9	15	3	10	1	3	10	3	3	10	5	3	10	7	6			
18 0	10	6	6	10	8	6	10	10	9	10	12	9	10	15	0	11	1	3			
19 0	10	15	9	11	2	0	11	4	3	11	6	6	11	8	9	11	11	0			
1	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9	0	0	9			
2	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6	0	1	6			
3	0	2	3	0	2	3	0	2	3	0	2	6	0	2	6	0	2	6			
4	0	3	0	0	3	0	0	3	3	0	3	3	0	3	3	0	3	3			
5	0	3	9	0	4	0	0	4	0	0	4	0	0	4	0	0	4	0			
6	0	4	9	0	4	9	0	4	9	0	4	9	0	4	9	0	5	0			
7	0	5	6	0	5	6	0	5	6	0	5	6	0	5	9	0	5	9			
8	0	6	3	0	6	3	0	6	3	0	6	6	0	6	6	0	6	6			
9	0	7	0	0	7	0	0	7	0	0	7	3	0	7	3	0	7	6			
10	0	7	9	0	7	9	0	8	0	0	8	0	0	8	0	0	8	3			
11	0	8	6	0	8	6	0	8	9	0	8	9	0	9	0	0	9	0			

N.B.—No order can exceed £10 or a  
Overland Money Orders may be obtained at any Government

**MONEY ORDER TABLE.—(Continued.)**BY FRACTIONS OF  $\frac{1}{4}$ d.

SCHEDULE 20.	SCHEDULE 21.	SCHEDULE 22.	SCHEDULE 23.	SCHEDULE 24.	SCHEDULE 25.	AMOUNT OF ORDERS.
Exchange rate of 1s. $7\frac{1}{4}$ d. per Rupee.	Exchange rate of 1s. 7d. per Rupee.	Exchange rate of 1s. $6\frac{3}{4}$ d. per Rupee.	Exchange rate of 1s. $6\frac{1}{4}$ d. per Rupee.	Exchange rate of 1s. $6\frac{1}{4}$ d. per Rupee.	Exchange rate of 1s. 6d. per Rupee.	
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	£. s. d.
12 7 6	12 10 0	12 12 9	12 15 6	13 2 6	13 5 3	1 0 0
24 15 0	25 4 3	25 9 6	25 15 3	26 5 0	26 10 9	2 0 0
37 6 6	37 14 3	38 6 6	38 14 9	39 7 3	40 0 0	3 0 0
49 14 0	50 8 6	51 3 3	51 14 3	52 9 6	53 5 3	4 0 0
62 5 6	63 2 6	64 0 0	64 13 9	65 12 0	66 10 9	5 0 0
74 13 0	75 12 9	76 12 9	77 13 6	78 14 6	80 0 0	6 0 0
87 4 8	88 6 9	89 9 6	90 13 0	92 1 0	93 5 3	7 0 0
99 11 9	101 0 9	102 6 6	103 12 6	105 3 3	106 10 9	8 0 0
112 3 3	113 10 9	115 3 3	116 12 0	118 5 9	120 0 0	9 0 0
124 12 9	126 5 0	128 0 0	129 11 9	131 8 3	133 5 3	10 0 0
0 10 0	0 10 0	0 10 3	0 10 6	0 10 6	0 10 9	1 0 0
1 4 0	1 4 3	1 4 6	1 4 9	1 5 0	1 5 3	2 0 0
1 14 0	1 14 3	1 14 9	1 15 3	1 15 6	2 0 0	3 0 0
2 8 0	2 8 6	2 9 0	2 9 6	2 10 0	2 10 9	4 0 0
3 2 0	3 2 6	3 3 3	3 4 0	3 4 6	3 5 3	5 0 0
3 12 0	3 12 9	3 13 6	3 14 3	3 15 0	4 0 0	6 0 0
4 5 9	4 6 9	4 7 9	4 8 9	4 9 9	4 10 9	7 0 0
4 15 9	5 0 9	5 2 0	5 3 0	5 4 3	5 5 3	8 0 0
5 9 9	5 11 0	5 12 3	5 13 6	5 14 9	6 0 0	9 0 0
6 3 9	6 5 0	6 6 6	6 7 9	6 9 3	6 10 9	10 0 0
6 13 9	6 15 3	7 0 9	7 2 3	7 3 9	7 5 3	11 0 0
7 7 9	7 9 3	7 11 0	7 12 6	7 14 3	8 0 0	12 0 0
8 1 9	8 3 3	8 5 0	8 7 0	8 8 9	8 10 9	13 0 0
8 11 9	8 13 6	8 15 3	9 1 3	9 3 3	9 5 3	14 0 0
9 5 6	9 7 6	9 9 6	9 11 9	9 13 9	10 0 0	15 0 0
9 15 6	10 1 9	10 3 9	10 6 0	10 8 6	10 10 9	16 0 0
10 9 6	10 11 9	10 14 0	11 0 6	11 2 9	11 5 3	17 0 0
11 3 6	11 6 0	11 8 3	11 10 9	11 13 3	12 0 0	18 0 0
11 13 6	12 0 0	12 2 6	12 5 3	12 8 0	12 10 9	19 0 0
0 0 9	0 0 9	0 0 9	0 0 9	0 1 0	0 1 0	1
0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	2
0 2 6	0 2 6	0 2 6	0 2 6	0 2 9	0 2 9	3
0 3 3	0 3 3	0 3 6	0 3 6	0 3 6	0 3 6	4
0 4 3	0 4 3	0 4 3	0 4 3	0 4 6	0 4 6	5
0 5 0	0 5 0	0 5 0	0 5 3	0 5 3	0 5 3	6
0 5 9	0 6 0	0 6 0	0 6 0	0 6 3	0 6 3	7
0 6 9	0 6 9	0 6 9	0 7 0	0 7 0	0 7 0	8
0 7 6	0 7 6	0 7 9	0 7 9	0 8 0	0 8 0	9
0 8 3	0 8 6	0 8 6	0 8 9	0 8 9	0 9 0	10
0 9 3	0 9 3	0 9 6	0 9 6	0 9 9	0 9 9	11

contain the fraction of a penny.

treasury. The requisition should be accompanied by payment of costs.

## INDIAN MONEY TABLE.

3 Pie	make.....	1 Pice.....	= 1½ Farthing.
4 Pice or 12 Pie	„ .....	1 Anna .....	= 1½ Pence.
16 Annas	„ .....	1 Rupee.....	= 2 Shillings.
16 Rupees	„ .....	1 Gold Mohur.....	= £1-12.
1,00,000 Rupees	„ .....	1 Lac .....	= £10,000.
100 Lacs	„ .....	1 Crore .....	= £1,000,000.

## FOREIGN COINS, WITH COMPARATIVE VALUES.

These rise and fall in their value according to their abundance or scarcity.

COUNTRIES.	CHIEF COINS.	English Commercial Value.		Intrinsic Value in India.		
		s.	d.	Rs.	A.	P.
Austria .....	Florin .....	1	11	1	1	6
Belgium .....	Franc .....	0	9½	0	6	9
Brazil .....	Milrei .....	2	3	1	1	6
Buenos Ayres (Argentine Republic) .....	Dollar .....	3	6	2	4	0
Canada .....	Dollar .....	4	2	2	4	0
China .....	Tael .....	6	6	3	9	0
Ditto .....	Dollar (varies) .....	4	6	2	9	0
Cuba .....	Dollar .....	4	2	2	4	0
Denmark .....	Rigsbank Dollar .....	2	3	1	2	11
Egypt .....	Piastre .....	0	2½	0	1	6
England .....	Shilling .....	.....	.....	0	8	0
Ditto .....	Sovereign .....	20	0	10	4	4
France .....	Franc .....	0	9½	0	6	9
Ditto .....	Louis d'or .....	16	5	8	2	4
Germany, North .....	Thaler .....	2	11	1	9	0
Ditto .....	Florin .....	1	8	0	14	3
Greece .....	Drachma .....	0	8½	0	5	8
Ditto .....	5 Drachmes .....	.....	.....	1	14	2
Holland .....	Florin .....	1	8	0	14	5½
Italy .....	Lira .....	0	9½	0	6	0
Japan .....	Ichibu .....	1	4½	.....	.....	.....
Java .....	Florin .....	1	8	0	14	5½
Mexico, Chili, Peru .....	Dollar (about) .....	4	2	2	4	0
Norway .....	Rix Dollar .....	4	6	2	5	11
Persia .....	Tomaun .....	10	0	.....	.....	.....
Portugal .....	Milrei (about) .....	4	6	2	2	0
Roman States .....	Scudo .....	4	2	2	4	0
Russia .....	Rouble .....	3	2	1	11	0
Spain .....	Dollar .....	4	2	2	2	0
Ditto .....	Duro of 20 Reals .....	.....	.....	2	3	5
Sweden .....	Rix Dollar .....	.....	.....	2	6	1
Switzerland .....	Franc .....	0	9½	0	6	9
Turkey .....	Piastre (nearly) .....	0	2½	0	1	6
Uruguay .....	Dollar .....	3	6	.....	.....	.....
U. S. of America .....	Dollar .....	4	2	2	2	0
West Indies, British .....	Dollar .....	4	2	2	2	0

# INDIAN STAMP TABLE ON PROMISSORY NOTES OR BILLS OF EXCHANGE.

When the amount exceeds } But does not exceed		If drawn singly.			If drawn in sets of two, for each part of a set.			If drawn in sets of three, for each part of a set.		
Rs.	Rs.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
...	100	0	1	0	0	1	0	0	1	0
100	200	0	2	0	0	1	0	0	1	0
200	300	0	3	0	0	2	0	0	1	0
300	600	0	6	0	0	3	0	0	2	0
600	900	0	9	0	0	5	0	0	3	0
900	1,200	0	12	0	0	6	0	0	4	0
1,200	1,500	0	15	0	0	8	0	0	5	0
1,500	2,500	1	8	0	0	12	0	0	8	0
2,500	5,000	3	0	0	1	8	0	1	0	0
5,000	7,500	4	8	0	2	4	0	1	8	0
7,500	10,000	6	0	0	3	0	0	2	0	0
10,000	15,000	9	0	0	4	8	0	3	0	0
15,000	20,000	12	0	0	6	0	0	4	0	0
20,000	25,000	15	0	0	7	8	0	5	0	0
25,000	30,000	18	0	0	9	0	0	6	0	0
30,000	40,000	24	0	0	12	0	0	8	0	0
40,000	50,000	30	0	0	15	0	0	10	0	0
50,000	60,000	36	0	0	18	0	0	12	0	0
60,000	70,000	42	0	0	21	0	0	14	0	0
70,000	80,000	48	0	0	24	0	0	16	0	0
80,000	90,000	54	0	0	27	0	0	18	0	0
90,000	100,000	60	0	0	30	0	0	20	0	0
100,000	110,000	66	0	0	33	0	0	22	0	0
110,000	120,000	72	0	0	36	0	0	24	0	0
120,000	130,000	78	0	0	39	0	0	26	0	0
130,000	140,000	84	0	0	42	0	0	28	0	0
140,000	150,000	90	0	0	45	0	0	30	0	0
150,000	160,000	96	0	0	48	0	0	32	0	0
160,000	170,000	102	0	0	51	0	0	34	0	0
170,000	180,000	108	0	0	54	0	0	36	0	0
180,000	190,000	114	0	0	57	0	0	38	0	0
190,000	200,000	120	0	0	60	0	0	40	0	0



## FIXED STAMP DUTIES.

<i>Bill of Exchange, Promissory Note, Cheque or Order, for the payment of an amount exceeding Rs. 20</i> .....	
<i>Letter of Credit</i> .....	
<i>Agreement or Memorandum of an Agreement, relating to the sale of any Government Security, Shares in a Company or Association, or Bill of Exchange</i> .....	
<i>Certificate or other Document, purporting to denote the right title of the holder thereof, or any other person, either to any Shares, Scrip or other stock in, or of any Company or Association, or to become Proprietor of Shares, Scrip or stock in, or of any Company or Association</i> .....	One Anna.
<i>Note or Memorandum, written in any book or written on a separate paper, whereby any account, debt or demand therein specified, and amounting to Rs. 20 or upwards is expressed to have been balanced, or is acknowledged to be due.</i>	
<i>Shipping Order, for or relating to the conveyance of goods on board of any vessel</i> .....	
<i>Receipt or Discharge, given for or upon the payment of money, or delivery of goods, in satisfaction for a debt, the value of which exceeds Rs. 20</i> .....	
<i>Proxy, to vote at any Meeting</i> .....	
<i>Bill of Lading and Dock Warrant</i> .....	each Four Annas.
<i>Any Agreement or Memorandum of an Agreement, not otherwise provided for</i> .....	Eight Annas.
<i>Notice of Protest, by the Master of a Ship</i> .....	
<i>Power of Attorney, to present for Registration, for one or more instruments for the completion of a single transaction.</i>	
<i>Affidavit, not made for the immediate purpose of being produced in any Court</i> .....	
<i>Collateral Instrument, not otherwise provided for</i> .....	
<i>Counterpart of any Instrument, chargeable with Stamp Duty</i> .....	One Rupee.
<i>Instrument of Dissolution of Partnership</i> .....	
<i>Power of Attorney, for the performance of a single act when the value of the matter does not exceed Rs. 500</i> .....	
<i>Power of Attorney, for the performance of a single act when the value of the matter exceeds Rs. 500</i> .....	
<i>Bond of Mortgage-Deed executed as a Collateral Security for the performance of any act</i> .....	
<i>Instrument Evidencing an Agreement, to secure the re-payment on or before the expiration of three months from the date of such instrument of a loan made upon the deposit of Title-Deeds or other Security</i> .....	Two Rupees.
<i>Charter-Party</i> .....	
<i>Notarial Act</i> .....	
<i>Protest of a Bill of Exchange or Promissory Note</i> .....	
<i>Protest of the Master or Owner of a Ship</i> .....	
<i>Instrument of Co-partnership</i> .....	
<i>Reconveyance of Mortgaged Property, when the original Mortgage-Deed has been stamped in accordance with the law in force at the time of its execution</i> .....	Four Rupees.
<i>Composition-Deed</i> .....	
<i>Letter of Licence</i> .....	
<i>Release</i> .....	
<i>Instrument purporting to confer on</i> .....	
<i>Authority to adopt</i> .....	Eight Rupees.
<i>Power of Attorney, not otherwise provided for</i> .....	

<i>Articles of Association of a Company</i> .....	Sixteen Rupees.
<i>Memorandum of Association of a Company</i> .....	
<i>Appointment in execution of a power, whether of trustees, or of property, moveable or immoveable, where made by any writing not being a Will</i> .....	
<i>Declaration of any Use or Trust, of, or concerning any property, moveable or immoveable, where made by any writing not being a Will</i> .....	
<i>Instrument of Gift of Immoveable Property</i> .....	
<i>Instrument of Exchange of Immoveable Property, where no money is paid or agreed to be paid for equality of exchange</i> .....	One Hundred Rupees.
<i>Partition-Deed, relating to immoveable property, where no money is paid or agreed to be paid for equality of exchange</i> .....	
<i>Petition for leave to file a specification of an invention, or for the extension of the term of the exclusive privilege of making, using, or selling such invention in India</i> .....	Five Hundred Rupees.
<i>Articles of Clerkship, or contract whereby any person shall first become bound to serve as Clerk in order to his admission as an Attorney in any High Court</i> .....	

## DISCOUNT TABLE.—ENGLISH MONEY.

Showing the amount of discount at various rates on sums under a pound.

—	5%	10%	15%	20%	25%	—	5%	10%	15%	20%	25%
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 5	0 0 0	0 0 0	0 0 0	0 0 0	0 0 1	5 10	0 3 0	0 7 0	0 10 0	1 2 0	1 5 0
0 10	0 0 0	0 0 1	0 0 1	0 0 1	0 0 2	6 8	0 4 0	0 8 0	1 1 0	1 4 0	1 8 0
1 3	0 0 0	0 0 1	0 0 1	0 0 2	0 0 3	7 6	0 4 0	0 9 0	1 0 0	1 6 0	1 10 0
1 8	0 0 1	0 0 2	0 0 3	0 0 4	0 0 5	8 4	0 5 0	0 10 0	1 3 0	1 8 0	2 1 0
2 1	0 0 1	0 0 2	0 0 3	0 0 5	0 0 6	9 2	0 5 0	0 11 0	1 4 0	1 10 0	2 3 0
2 6	0 0 1	0 0 3	0 0 4	0 0 6	0 0 7	10 0	0 6 0	1 0 0	1 6 0	2 0 0	2 6 0
2 11	0 0 1	0 0 3	0 0 5	0 0 7	0 0 8	12 6	0 7 0	1 3 0	1 10 0	2 6 0	3 1 0
3 9	0 0 2	0 0 4	0 0 6	0 0 9	0 0 10	15 0	0 9 0	1 6 0	2 3 0	3 0 0	3 9 0
4 2	0 0 2	0 0 5	0 0 7	0 0 10	1 0 0	17 6	0 10 0	1 9 0	2 7 0	3 6 0	4 4 0
4 7	0 0 2	0 0 5	0 0 8	0 0 11	1 0 1	20 0	1 0 0	2 0 0	3 0 0	4 0 0	5 0 0
5 0	0 0 3	0 0 6	0 0 9	1 0 0	1 0 3						

## DISCOUNT TABLE.—INDIAN MONEY.

Showing the amount of discount at various rates on sums under Rs. 10.

—	5%	10%	15%	20%	25%	—	5%	10%	15%	20%	25%
R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.
0 3 4	0 0 2	0 0 4	0 0 6	0 0 8	0 0 10	2 14 8	0 2 4	0 4 8	0 7 0	0 9 4	0 11 8
0 6 8	0 0 4	0 0 8	0 0 1	0 0 4	0 0 1 8	3 5 4	0 2 8	0 5 6	0 8 0	0 10 8	0 13 4
0 10 0	0 0 6	0 0 1	0 0 2	0 0 6	0 0 2 6	3 12 0	0 3 0	0 6 0	0 9 0	0 12 0	0 15 0
0 13 4	0 0 8	0 0 1	0 0 2	0 0 8	0 0 3 4	4 2 8	0 3 4	0 6 8	0 10 0	0 13 4	0 16 8
1 0 8	0 0 1	0 0 2	0 0 3	0 0 4	0 0 4 2	4 9 4	0 3 8	0 7 6	0 11 0	0 14 8	0 18 2
1 4 0	0 0 1	0 0 2	0 0 3	0 0 4	0 0 5 0	5 0 0	0 4 0	0 8 0	0 12 0	0 16 0	0 19 4
1 7 4	0 0 2	0 0 3	0 0 4	0 0 5	0 0 5 10	6 4 0	0 5 0	0 10 0	0 15 0	0 20 0	0 24 0
1 14 0	0 0 3	0 0 4	0 0 6	0 0 7	0 0 6 7	7 8 0	0 6 0	0 12 0	0 20 0	0 28 0	0 36 0
2 1 4	0 0 3	0 0 5	0 0 6	0 0 8	0 0 7 4	8 12 0	0 7 0	0 14 0	0 22 0	0 30 0	0 38 0
2 4 8	0 0 4	0 0 6	0 0 8	0 0 9	0 0 8 2	10 0 0	0 8 0	0 16 0	0 24 0	0 32 0	0 40 0
2 8 0	0 0 4	0 0 6	0 0 8	0 0 10	0 0 9 0						

## TELEGRAPH DEPARTMENT.

## GOVERNMENT OF INDIA TELEGRAPH.

(Frere Town, Esplanade, next to Post Office.)

W. R. Brooke, Superintendent.

D. B. Cromartie, 2nd Asst. Supt.

A. E. Boyd, 1st Asst. Supt., Bombay.

P. Gerrard, 2nd Sub-Assistant.

## Rate of Inland Telegraph Charges.

**Free Address.**—No charge is made for the transmission of the address. The address includes names of stations from and to which the message is to be despatched, the *bona fide* names or designations of the sender and addressee, and the latter's address. No other words can be transmitted unless paid for as part of the body of the message; and the Officers of the Telegraph Department are authorised to omit from the address any words which are not essential to the correct delivery of the message.

If the sender of a message desire *his own* address to be telegraphed, it must be included in the body of the message, and paid for.

**Charge for a Message.**—The following are the rates of charges for a message in ordinary language :—

(a.) Between any two stations in India, or between any two stations in the Provinces under the administration of the Chief Commissioner of British Burmah, one rupee for every six words or less, exclusive of the address.

(b.) Between any station in India and any station in British Burmah, or between any station in India or any station in Ceylon, one rupee eight annas for every six words or less, exclusive of the address.

(c.) Between any station in Ceylon and any station in British Burmah, two rupees for every six words or less, exclusive of the address.

**Occasion on which double charges are leviable.**—A double charge will be levied on all messages tendered for transmission between the hours of 6 P.M. and 6 A.M. (local time), also on Sundays and the following holidays :—Christmas Day, New Year's Day, Good Friday, and the Queen's Birthday.

**Charge for a Message in Cipher.**—The charge for a message in cipher is double the charge for a message in ordinary English language.

**Messages despatched to and from Railway Stations without extra charge.**—A message can be sent from any station of the Government Telegraph Department to any Railway Telegraph station or vice versa without additional charge.

**Ceylon Local Rates.**—The local rate in Ceylon is one rupee for 20 words, inclusive of address, for any description of message between any two stations; with eight annas for every additional 10 or fraction of 10 words. Double charges are levied on messages sent after hours or on holidays, the same as in India.

**Collation of Message.**—The sender of any message can require that it be repeated. In this case, the different stations employed in its transmission collate it as it passes, repeating it to each other integrally.

**Charge for Collation.**—The charge for repeating is equal to half the charge for the message. A repeated message is indicated by the word "*collationée*," which, to ensure the greatest accuracy, is telegraphed (free) both in the official instructions and as the first word of the text of the message.

**Free Delivery within five miles of a Telegraph Station.**—Messages will be delivered free of charge at any place within five miles of a Telegraph Station. Beyond this distance, messages will be sent by post, or by such other means as the sender may arrange and pay for.

## ABSTRACT TARIFF FOR FOREIGN MESSAGE.

To	PER WORD.					
	From Sta- tion west of Chittagong.			From Sta- tion east of Chittagong.		
	Rs.	A.	P.	Rs.	A.	P.
Aden.....	1	12	0	1	14	0
Austria, <i>via</i> Suez or Teheran.....	2	8	0	2	10	0
„ „ Turkey.....	2	4	0	2	6	0
Australia, South Victoria { <i>via</i> Amoor.....	10	9	0	10	11	0
„ „ „ Penang.....	4	4	0	4	6	0
China, Hongkong { <i>via</i> Amoor.....	5	9	0	5	11	0
„ „ „ Penang.....	3	0	0	3	2	0
„ Amoy and Shanghai { <i>via</i> Amoor.....	5	9	0	5	11	0
„ „ „ Penang.....	3	14	0	4	0	0
Egypt, <i>via</i> Suez.....	2	4	0	2	6	0
„ „ Teheran.....	2	6	0	2	8	0
„ „ Turkey.....	1	11	0	1	13	0
England, <i>via</i> Suez or Teheran.....	2	8	0	2	10	0
„ „ Turkey.....	2	4	0	2	6	0
France, <i>via</i> Suez or Teheran.....	2	8	0	2	10	0
„ „ Turkey.....	2	4	0	2	6	0
Germany, <i>via</i> Suez or Teheran.....	2	8	0	2	10	0
„ „ Turkey.....	2	4	0	2	6	0
Italy, <i>via</i> Suez or Teheran.....	2	8	0	2	10	0
„ „ Turkey.....	2	4	0	2	6	0
Japan, Nagasaki, <i>via</i> Amoor.....	5	9	0	5	11	0
„ „ „ Penang.....	4	13	0	4	15	0
„ Other places, <i>via</i> Amoor.....	*5	9	0	5	11	0
„ „ „ Penang.....	4	13	0	4	15	0
* Plus Rs. 4-14 for first 20 words, and Rs. 2-7 for every 10 words above 20.						
New Zealand, <i>via</i> Amoor.....	†10	9	0	10	11	0
„ „ „ Penang.....	4	4	0	4	6	0
† Plus Rs. 4-10 for first 10 words, and annas 7-6 for every additional word above 10.						

## MUNICIPALITY OF BOMBAY.

(OFFICES :—*Rampart Row.*)

W. G. PEDDER, B.A., C.S., Municipal Commissioner. (Europe.)

E. W. RAVENSCROFT, C.S.I., Hon., Acting.

## Members of Town Council

G. F. HENBY, *Chairman.*

Dr. T. Blaney.

Sir Frank H. Souther, Knight, C.S.I.

Surgeon-Major H. Cook, M.D.

Doshahoy Framjee.

Lieut.-Col. H. F. Hancock, R.E.

Mahomed Ali Rogay, *Lion.*

F. Mathew.

Nanabhoy Byramjee Jeejeebhoy.

Nowrozjee Furdoonjee.

Rughoonath Narayan Khote.

Shantaram Narayan.

**Members of Corporation.****DOSABHOY FRAMJEE, Esq., Chairman.**

Arbuthnot, F. F., C. S.	Khurset'ee Rustomjee Cama.
Ardaseer Framjee Moos.	Kirkham, T. B.
Ardaseer Merwanjee Sett.	Lukhmidas Khimjee.
Atmaram Pandurang.	Lynch, G. S.
Bapty, James.	Macdonald, A. J.
Blaney, T.	Mahomed Ali Rogay, <i>Hon.</i>
Bhugwandas Purshotumdas.	Manockjee Cursetjee Jamestjee.
Bomanjee Pestonjee Master.	Mathew, F.
Byramjee Nusserwanjee Servai.	Moorarjee Goculdas.
Chubildas Luloobhoy.	Morland, H., Captain.
Cook, Henry, M. D.	Muncherjee Nowrojee Banajee.
Cowasjee Hormusjee, G. G. M. C.	Munguldas Nuthoobhoy, Sir (Kt.), C. S. I.
Cowasjee Manockjee Limjee.	Nanabhoy Byramjee Jeejeebhoy.
Cumroodin Tyabjee.	Nana Morjee.
Cursetjee Nusserwanjee Cama.	Nowrojee Byramjee Suntook.
Dosabhoy Framjee.	Nowrozjee Furdoonjee.
Fazulbhoy Cassumbhoy Gangjee.	Pheroosha Merwanjee Mehta.
Fogo, E. M.	Rughoonath Narayen Khote.
Freeborn, Edwin Richard.	Rustomjee Cowasjee, Bahadoorjee,
Graham, Donald, <i>Hon.</i>	M. R. C. S. E., G. G. M. C.
Geary, Gratian	Rahimtoola Mahomed Sayani.
Hajee Cureem Mahomed Sulliman.	Shantaram Narayen.
Hancock, H. F., Lieut.-Col., R. E.	Sorabjee Jamsetjee Jejeebhoy.
Hassambhoy Visram.	Sorabjee Shapoorjee Bengalee, <i>Hon.</i>
Henry, G. F.	Souter, Sir F. H., Knight, C. S. I.
Homjee Cursetjee Dady.	Spencer, N.
Jamsetjee Jejeebhoy, Sir (Bart.), C. S. I.	Thacker, J., Colonel.
Janardhun Gopail Mentrany.	Thorburn, J.
Javerilall Oomiasunker.	Vandrawundas Purshotumdas.
Joomabhoy Lalljee.	Vurjeeewundas Madhowdas.
Joynt, F. G., M. D.	Venayekrao Ramchundra Luximonjee.
Kemp, D. S.	Vishwanath Narayen Mandhik, the
Khunderao Chimanrao Bedarkar.	<i>Hon'ble</i> Rao Saheb.

**H. WYNFORD BARROW, Secretary to the Council and Clerk to the Corporation.****Chief Officers.****Surgeon T. S. WEIR, Health Officer.**

R. G. Walton, Executive Engineer. (On Special duty.)	Eduljee Rustomjee, Asst. Assessor and Collr. of Taxes, Public Conveyances.
C. B. Braham, C. E., <i>Acting.</i>	Nusserwanjee Furdoonjee, Assistant Assessor.
R. P. Bruntom, Assistant to the Health Officer.	Framjee Dorabjee Badurjee, Manager, Engineer's Dept.
Sorabjee N. Cooper, Chief Accountant.	Succaram Narayen, Assistant to the Collector.
Manecksha Cowasha, Asst. Accountant.	Ardaseer Framjee Moos and Nanabhoy Rustomjee Ranina, Auditors.
J. F. Hutchinson, Assessor.	
W. B. Fellows, Collector.	
P. C. Higgins, Supt. of Markets.	

**LOCAL TAXES.****House Rate.**

5 per cent. on the assessed annual value.

**Lighting Rate.**

2 per cent. on the annual value.

**Police Rate.**

2 per cent. on the annual value.

**Horse and Wheel Tax.**

On every four-wheeled carriage on springs .....	Rs. 6	per quarter.
On every two-wheeled carriage on springs, except hackeries..	" 4	"
On every native hackery used for riding in, and drawn by bullocks...	" 7½	"
On every labour-cart and labour-hackery .....	" 4½	"
On every horse, pony, or mule, of the height of 12 hands or upwards .....	" 7½	"
On every horse, pony, or mule, of height less than 12 hands..	" 3½	"

**Water Rate.**

Water when delivered through meters, to be charged at the rate of 12 annas per 1,000 gallons.

For Water not supplied through meter—

3½ per cent. on the 1st... 100 | 2 per cent. on the 2nd ..... 100  
1½ per cent. on the third and each succeeding hundreds of the assessed monthly rental of the house.

No house to be supplied with water at a less charge than twelve annas per mensem.

**Halalcore Cess.**

3 per cent. on the actual rent payable by each occupier.

Maximum Monthly charge ...Rs. 7 0 0 | Minimum Monthly charge ...Rs. 0 4 0

**Town Duties for 1877.**

Rs. a. p.	Rs. a. p.
Grain of all sorts, per candy ... 0 4 0	Sugar, incg. molasses, jagree and goor (on Tariff value)... 1½ p.ct.
Metals, except gold, silver, iron and steel (on Tariff value) ... 1 p. ct.	Ghee, per Bombay Maund ..... 0 6 0
Wines and spirits, per gallon... 0 4 0	Timber, excluding railway sleepers (on market value)... 2½ p.ct.
Beer, per gallon ..... 0 0 6	

**POLICE COMMISSIONER'S OFFICE.—Mazagon.**

Sir FRANK H. SOUTER, Knight, C.S.I., Commr. of Police.

ALFRED EDGINTON, Dy. Commr. of Police.

**Bombay Fire Brigade.**

*Under the Orders of the Commissioner of Police.*

Alfred Edginton, Superintendent.

W. Whitaker, Chief Engineer.

Sirdar Khan, 1st Asst. Engineer.

William Boorer, 2nd Asst. Engineer.

**FIRE ENGINE STATIONS.**

Rampart Row.

Mandvee.

Pydhowni.

Duncan Road.

Mazagon Office.

Mahim.

**FORT POLICE COURT—Hornby Row.**

C. P. COOPER, Senior Magistrate. | NANA MOROJEE, Third Magistrate.

**GIRGAUM POLICE COURT—Girgaum.**

DOSABHOY FRAMJEE, Second Magistrate.

**BOMBAY JAIL.—HOUSE OF CORRECTION—Oomercarry.**

Capt. W. P. Walshe, Supt.

C. Mapp, Assist.

Surg.-Maj. W. P. Partridge, Surg. to the Jail and House of Correction.

C. Lake, Marshal of the County Jail.

**CORONER'S OFFICE—Rampart Row.**

T. Blaney, Esq., Coroner.

| A. F. Turner, Esq., Deputy Coroner.

# MERCANTILE DIRECTORY.

## BOMBAY CHAMBER OF COMMERCE.

(ESTABLISHED 22ND SEPTEMBER 1836.)

JOHN GORDON, *Secretary.*

### List of Members.

<b>Messrs.</b> Aldridge, Salmon and Co.	<b>Messrs.</b> Ritchie, Steuart and Co.
" Bates (Edward) and Co.	" Sassoon (D.) and Co.
" Bell, Brandenburg and Co.,	" Siegfried (Jules) and Co.
" Benn, Ashley and Co.	" Southern (R. L.) and Co.
" Campbell, Mitchell and Co.	" Spinner (E.) and Co.
" Clason (H.) and Co.	" Stearns, Hobart and Co.
" Ewart, Latham and Co.	" Vinay and Co.
" Finlay, Muir and Co.	" Volkart Brothers.
" Finlay, Scott and Co.	" Wallace and Co.
" Forbes and Co.	" Watson, Bogle and Co.
" Framjee, Sands and Co.	The Austro-Hungarian Lloyd's S. N.
" Gaddum and Co.	Company.
" Graham (W. and A.) and Co.	The Agra Bank, Limited.
" Greaves, Cotton and Co.	The Chartered Bank of India, Australia,
" Killick, Nixon and Co.	and China.
" Knoop and Co.	The Chartered Mercantile Bank of India,
" Lockhart (George) and Co.	London, and China.
" Lyon and Co.	The Comptoir d'Escompte de Paris.
" Macdonald (C.) and Co.	The Hongkong and Shanghai Banking
" Nicol (W.) and Co.	Corporation.
" Owen and Okell.	The National Bank of India.
" Peel, Cassels and Co.	The Oriental Bank Corporation.
" Punnett and Co.	The P. and O. S. N. Company.
" Ralli Brothers.	The Rubattino S. N. Company.

### COMMITTEE FOR 1876-77.

Captain G. F. HENRY, *Chairman.*

Hon'ble DONALD GRAHAM, *Deputy Chairman.*

R. E. Bickerdike, Esq., .....	} <i>Members.</i>
M. Mowat, Esq. ....	
Walter Lang, Esq. ....	
D. Finlayson, Esq. ....	
J. A. Bryce, Esq. ....	

# Leading Mercantile Firms in Bombay.

## EUROPEANS.

Aldridge, Salmon and Co., Merchants,  
Rampart Row.

J. F. Aldridge, Europe.

Geo. Salmon, do.

H. Helme, do.

William Gilbert, signs the Firm.

*Corresponding Firm.*

J. F. Aldridge and Co., London.

Anderson and Co., Armenian Lane.

S. W. Anderson, Bombay.

Wm. Sevestre, signs *per pro*.

Angus, Son and Co., Merchants,  
Meadow Street.

Robert Angus, Bombay.

Bates (Edward) and Co., Merchants,  
Elphinstone Circle.

Edward Bates, Europe.

E. P. Bates, do.

G. T. Bates, do.

James Dickson, signs *per pro*.

*Corresponding Firm.*

Edward Bates and Sons, Liverpool.

Bell, Brandenburg and Co., Merchants,  
28, Bombay Green, Elphinstone  
Circle.

John T. Bell, Europe.

Johns. Brandenburg, Bombay.

*Corresponding Firm.*

Bell, Brandenburg & Co., London.

Benn, Ashley and Co., Merchants.

C. E. Benn, Europe.

J. Bevis, do.

A. E. Ashley, Bombay.

J. G. Russell, do.

Booth and Co., Merchants, Church  
Lane.

T. R. Booth, Bombay.

*Corresponding Firm.*

Booth and Co., Khangaum and  
Oomrawuttee.

Bouneville and Co., Merchants, Hum-  
mum Street.

C. Bouneville, Bombay.

Peter Cecil Rodrigues, signs *per pro*.

*Corresponding Firms.*

C. Bomuriall and Co., London and  
Bordeaux.

Martell and Co., Cognac.

Bushby (J. C.) and Co., Merchants,  
Dean Lane.

Thos. Wilson, Europe.

J. C. Bushby, do.

W. H. Bushby, do.

*Corresponding Firm.*

Bushby Bros. and Co., Liverpool.

Campbell (John) and Co., Merchants,  
Meadow Street.

H. C. Campbell, Europe.

Cutler, Palmer and Co., Wine Mer-  
chants, Dean Lane.

Chas. Palmer, Europe.

F. E. Cutler, do.

R. G. Cobham, do.

E. A. Cobham, do.

John Edward Bodger, Bombay.

*Corresponding Firms.*

Cutler, Palmer and Co., London  
and Bordeaux.

Cutler, Palmer and Co., Calcutta.

Arbuthnot and Co., Madras.

Jardine, Matheson and Co., Hong-  
kong and Shanghai.

Baretto and Co., Manilla.

Armistage Brothers, Ceylon.

A. John & Co., Allahabad and Agra.

Rooke, Parry & Co., Buenos Ayres.

Gillon and Co., Lahore.

H. Box and Co., Queensland.

Watcher and Co., Epernay.

Leal Bros., Madeira.

Bisquit Dubouche and Co., Jarnac  
Cognac.



**Campbell, Mitchell and Co., Merchants,**  
Hummum Street.

A. D. Grant, Europe.  
Thos. H. Moore, Bombay.  
James Moore, signs *per pro.*  
*Corresponding Firm.*

Grant Brothers and Co., Liverpool.

**Clason (H.) and Co., Merchants, Church**  
Gate Street.

H. Clason, Europe.  
G. Sigg, signs *per pro.*

*Corresponding Firm.*

H. Clason and Co., Liverpool and  
Stuttgart.

**Ewart, Latham and Co., Merchants,**  
Church Lane.

A. G. Latham, Europe.  
Robert Ryrie, do.  
Wm. Maitland, do.  
Arthur Latham, do.  
P. A. R. Oldfield, Bombay.

*Corresponding Firms.*

Arbuthnot, Ewart and Co., London,  
Liverpool, and Manchester.

**Farnham and Co., Merchants, Elphin-**  
stone Circle.

B. F. Farnham, Bombay.

**Finlay, Muir and Co., Merchants,**  
1, Forbes Street.

J. L. Symons, signs the firm.

*Corresponding Firms.*

James Finlay and Co., Glasgow,  
Liverpool, and London.  
Finlay, Muir and Co., Calcutta.

**Finlay, Scott and Co., Merchants,**  
Elphinstone Circle.

Richard Latham, Europe.  
Alex. Stewart, do.  
R. V. Reid, do.  
Walter Lang, Bombay.  
A. D. Cunningham, Kurrachee.

*Corresponding Firms.*

Baring Brothers and Co., London.  
Latham, Maxwell and Co., Liver-  
pool.  
Finlay and Co., Kurrachee.

**Fisher (Hugh D.) and Co., Merchants,**  
Elphinstone Circle.

Hugh D. Fisher, Europe.  
John Nutter, do.  
H. Jamsetjee Mistry, signs *per pro.*  
*Corresponding Firm.*

Hugh D. Fisher and Co., London.

**Forbes and Co., Merchants, Bombay**  
Green.

J. A. Forbes, Europe.  
C. H. B. Forbes, signs *per pro.*  
*Corresponding Firm.*

Forbes and Co., 17 and 18, Cornhill,  
and 25, Cockspur Street, London.

**Forbes (Sir Charles) and Co., Merchants,**  
1, Rampart Row.

Sir C. Forbes, Bart., Europe.  
Henry Forman, do.  
A. J. Macdonald, Bombay.  
James Thorburn, do.  
W. T. Crockett, signs *per pro.*

*Corresponding Firms.*

Forbes, Forbes and Co., London  
and Liverpool.

**Framjee, Sands and Co., Merchants,**  
Nesbit Lane.

John Sands, Europe.  
Sorabjee Framjee, Bombay.

*Corresponding Firm.*

Frith, Sands and Co., London.

**Graham (W. and A.) and Co., Merchants,**  
Parsee Bazaar Street.

John Graham, Europe.  
Wm. Graham, do.  
James Graham, do.  
John H. N. Graham, do.  
Donald Graham, Bombay.  
James N. Graham, Europe.  
Walter E. Crum, do.  
Alex. J. Hunter, do.  
Joseph B. Paterson, signs the firm.  
H. T. Mackenzie, signs *per pro.*

*Corresponding Firms.*

Graham and Co., Calcutta.  
W. and R. Graham and Co., Glas-  
gow, Manchester, and Liverpool.  
W. and J. Graham and Co., Oporto.  
Wm. Graham, Jr., and Co., Lisbon.

Gaddum and Co., Merchants, Rampart Row.

G. H. Gaddum, Europe.  
E. C. Gaddum, do.  
T. H. Gaddum, do.  
J. K. Bythell, Bombay.  
Otto Fiedler, signs *per pro*.

*Corresponding Firm.*

Gaddum and Co., Manchester.

Greaves, Cotton and Co., Merchants, Hummum Street.

James Greaves, Europe.  
Fred. Hoyer, do.  
George Cotton, Broach.  
R. Hyde Cheetham, Bombay.  
John R. Greaves, signs *per pro*.

*Corresponding Firms.*

Greaves, Cotton and Co., Broach, Dhollera, and Bhowunggur.  
James Greaves and Co., Liverpool and Stockport.

Grindlay, Groom and Co., Bankers and Agents, Elphinstone Circle.

Charles James Groom, Bombay.  
Pryce Weedon, signs *per pro*.

*Corresponding Firms.*

Grindlay and Co., London.  
Grindlay and Co., Calcutta.

Joseph Janni, Merchant, and Agent Austro-Hungarian Lloyd, Elphinstone Circle.

Joseph Janni, Bombay.  
J. L. Stipperger, Chief Assistant.

Killick, Nixon and Co., Merchants, Rampart Row.

R. P. Nixon, Europe.  
Roger Sedgwick, Bombay.  
L. E. W. Forrest, do.

*Corresponding Firm.*

Preston, Nixon and Co., Liverpool.

King and Co., Merchants, Church Lane.

Purshotum Odhowjee, signs *per pro*.

*Corresponding Firm.*

Moller R., Manchester.

King, King and Co., East India Army and Civil Service Agents, and Bankers, Church Lane.

Henry Samuel King, Europe.  
Henry Seymour King, do.  
Alfred D. Saunders, signs the Firm.  
Wm. Roy, signs *per pro*.  
S. E. Webster, do.

*Corresponding Firms.*

Henry S. King and Co., London.  
King, Hamilton and Co., Calcutta.  
King, Seymour and Co., Southampton.  
King, Baillie and Co., Liverpool.

Knoop and Co., Merchants, Treacher's Buildings, Rampart Row.

Ludwig Knoop, Europe.  
Julius Knoop, Europe.  
Geo. Plate, Europe.  
R. E. Bickerdike, signs *per pro*.  
O. H. Ruelberg, do.

*Corresponding Firms.*

DeJersey and Co., Manchester and Liverpool.  
L. Knoop, St. Petersburg and Moscow.  
Plate Bros., Bremen.  
A. Range and Co., London.

Lockhart (George) and Co., Merchants, Rampart Row.

George Lockhart, Europe.  
Ad Prier de Saone, Bombay.  
J. Poutz, signs *per pro*.

Lyon and Co., Merchants, Apollo Street.

Edmund Lord, Europe.  
Edward Walker, Bombay.  
E. Comber, signs *per pro*.

*Corresponding Firms.*

Lyon, Lord and Co., Manchester.  
Lyon, Comber and Co., Liverpool.

Mackintosh, James, and Co., Ship and Freight Brokers and Agents, Elphinstone Circle.

J. A. P. Mackintosh, Bombay.  
Chubildas Lullobhoy, do.  
J. B. K. Johnson, do.

*Corresponding Firm.*

Robertson Bros. and Co., Dharwar, Guddack and Carwar.

Macdonald (C.) and Co., Merchants,  
Parsee Bazaar Street.  
Charles Macdonald, Bombay.  
Edward Miller do.

Mackinlay, Simpson and Co., Merchants, 4, Hornby Row.  
John Mackinlay, Europe.  
William Mackinlay, do.  
W. Simpson, Bombay.

*Corresponding Firm.*

J. and W. Mackinlay, Glasgow.

Madeley, Frederick, Merchant, 2, Hornby Row.  
F. Madeley, Europe.  
Muncherjee Dossabhoy Wadia, signs per pro.

*Corresponding Firm.*

Frederick Madeley, Birmingham.  
Madeley and Co., Calcutta.

Marshall, John, Merchant, 30, Meadow Street.

McCulloch, Beyts and Co., Ship and Steamer Brokers and Agents, Church Gate Street.

W. McCulloch, Europe.  
C. A. Beyts, Bombay.  
Premjee Dhurumsey do.

*Corresponding Firms.*

McCulloch and Co., 147, Leadenhall Street, London.  
Browne, Brothers and Co., Newcastle and Sunderland.

Mitchell (C. E.) and Co., Merchants, 11, Hummum Street.  
C. E. Mitchell, Bombay.

Nicol (W.) and Co., Merchants, Elphinstone Circle.

J. Fleming, C.S.I., Europe.  
McIlwraith, R., do.  
W. Nicol, Jun., do.  
H. Maxwell, Bombay.  
W. G. Hall, Bombay.  
W. M. Macaulay, signs per pro.  
Alexander McHinch do.  
D. Macfadyen, do.

*Corresponding Firms.*

Smith, Fleming and Co., London.  
A. and A. G. Brown and Co., Liverpool.  
Fleming and Co., Kurrachee.  
Nicol, Fleming and Co., Calcutta.

Owen and Okell, Merchants, 23, Apollo Street.

D. E. Owen, Europe.  
Geo. Okell, do.  
Richard Roberts, signs per pro.

*Corresponding Firm.*

Okell and Owen, Liverpool.

Peel, Cassels and Co., Merchants, Elphinstone Circle.

Lewis H. Birch, signs per pro.  
Clement Poole, signs per pro.

*Corresponding Firms.*

John Peel and Co., Manchester and Liverpool.  
Peel and Co., Alexandria.

Pelly and Co., Merchants, 30, Meadow Street.

R. B. Reynolds, Europe.  
C. H. Reynolds, do.  
J. G. Fox, do.  
G. Griffith, signs per pro.

*Corresponding Firm.*

Reynolds and Co., London and Liverpool.

Punnett and Co., Merchants, Hornby Row.

T. F. Punnett, Bombay.

*Corresponding Firm.*

Lanyon and Co., London.

Ralli Brothers, Rampart Row, Merchants.  
P. Fachiri, Bombay.

*Corresponding Firms.*

Ralli Brothers, London, Liverpool, Manchester, New York, and Calcutta.  
Ralli, Schilizzi and Argenti, Marseilles.

Remington and Co., Merchants, Elphinstone Circle.

J. A. Baumbach, Europe.  
W. B. Tristram, do.  
Edward M. Fogo, Bombay.  
Robert Baumbach do.

*Corresponding Firms.*

Crawford, Colvin and Co., London.  
Colvin, Cowie and Co., Calcutta.  
Parry and Co., Madras.  
Jardine, Matheson and Co., China.

Ritchie, Steuart and Co., Merchants,  
Elphinstone Circle.

J. G. Smith, Europe.  
Charles Douglas, Bombay.  
M. Mowat, do.

*Corresponding Firms.*

Finlay, Campbell and Co., London  
and Manchester.

Jas. G. Smith, Liverpool.

Sassoon (David) and Co., Merchants,  
4, Forbes Street.

Sir Albert, D. Sassoon, C. S. I.,  
Europe.

R. D. Sassoon Europe.

Arthur D. Sassoon, Europe.

S. D. Sassoon, Bombay.

A. M. Gubbay, do.

E. Moses, Manager.

Selim S. Solomon, Manager.

J. E. Shellim, Manager.

*Corresponding Firms*

David Sassoon and Co., London,  
Liverpool and Calcutta.

D. Sassoon, Sons and Co., Hong-  
kong and Shanghai.

Sassoon, Elias David, Merchants,  
Rampart Row.

E. D. Sassoon, Bombay.

S. Abraham, signs the firm.

*Corresponding Firms.*

E. D. Sassoon and Co., Hongkong  
and Shanghai.

E. S. Gubbay and Co., Calcutta.

Siegfried (Jules) and Co., Merchants,  
Hornby Row.

Jules Siegfried, Europe.

Jacques Siegfried, do.

Ernest Siegfried do.

Fred. Vix, do.

F. Sauquet, Europe.

W. Thacker, signs *per pro*.

L. Singer, do.

*Corresponding Firms.*

Siegfried, Freres and Co., Havre.

Siegfried and Co., New Orleans  
and Savannah.

Jacques Siegfried and Co., Paris.

Soares, Joseph, and Co., Merchants,  
22, Apollo Street.

Joseph Soares, Bombay.

G. Atherton, signs *per pro*.

*Corresponding Firm.*

T. D. Jackson and Co., Liverpool.

Soundy and Co., General Importers,  
Hummam Street.

A. F. Soundy, Bombay.

Southern (R. L.) and Co., Merchants,  
Bombay Green.

R. L. Southern, Europe.

W. N. Quilty, do.

*Corresponding Firm.*

Southern, Quilty and Co., London,

Spinner (Emil) and Co., Merchants.  
3, Hornby Road.

Emil Spinner, Bombay.

Emil Honegger, signs *per pro*.

*Corresponding Firms.*

Julliany Pere et Fils, Paris and  
Marseilles.

Emil Spinner and Co., Manchester.

Stearns, Hobart and Co., Merchants,  
Rampart Row.

Geo. A. Kittredge, Bombay.

John Y. Lang, Bombay.

*Corresponding Firms.*

Stephen, Kennard and Co., London.

Tod, Kennard and Co., Liverpool.

Thacker, Vining and Co., Booksellers  
and Importers of Scientific Instru-  
ments, Rampart Row.

N. Randle, Manager.

F. W. J. Vining, Assistant.

*Corresponding Firms.*

W. Thacker and Co., London.

Thacker, Spink and Co., Calcutta.

Vinay and Co., Merchants, 8, Hummam  
Street.

J. V. Vinay, Europe.

J. Roux, signs *per pro*.

C. Monnet, do.

*Corresponding Firms.*

Vinay and Co., Havre.

Aynard Rüffer, London.

Bordier Fabris and Co., London.

Volkart Brothers, Merchants, Rampart  
Row.

J. G. Sigg, Europe.

G. G. Volkart, do.

C. Th. Meili, signs the Firm.

C. Kapp, signs *per pro* (Europe).

*Corresponding Firms.*

Volkart Brothers, London.

Volkart Brothers, Winterthur,  
Cochin, Tellichery, Colombo, and  
Kurrachee.

Wallace and Co., Merchants, Parsee  
Bazaar Street.

L. A. Wallace, Europe.

R. Wallace, do.

A. F. Wallace, do.

John Annan Bryce, signs the firm.

*Corresponding Firms.*

Wallace Brothers, London.

Antony Gibbs and Sons, London.

Wallace and Co., Manchester.

Watson, Bogle and Co., Merchants,  
Church Lane.

D. Watson, Europe.

A. Bogle, do.

*Corresponding Firm.*

Watson, Bogle and Co., Manchester.

Watson (W.) and Co., Army and Civil  
Agents.

W. Watson, Europe.

Richard Martin, signs the firm.

*Corresponding Firm.*

Wm. Watson and Co. 113, Fen-  
church Street, London.

Wheatley, Madden and Co., Army,  
Banking, Landing, Shipping, and  
Commission Agents, and General Car-  
riers and Contractors, Elphinstone  
Circle.

James L. Madden, Bombay.

*Corresponding Firms.*

Geo. W. Wheatley and Co., London  
and Liverpool.

Balmer Laurie and Co., Calcutta.

H. J. Rustonjee, Kurrachee.

McDowell and Co., Madras.

Young and Co., Merchants, Parsee  
Bazaar Street.

T. G. Young, Bombay.

*Corresponding Firms.*

John Watson and Co., London.

Hardy Nathan and Sons, London  
and Manchester.

Gibb, Livingstone and Co.,  
China.

## NATIVES.

Ardaaseer Framjee Moos, Merchant,  
18, Sassoon Buildings, Marine Street.

Ardaaseer Hormmsjee Chinoy, Mer-  
chant, 94, Modykhana Street.

B. and A. Hormmarjee, Elphinstone Circle.

*Corresponding Firm.*

Dickinson, Akroyd and Co.,  
London.

B. R. Mody, Merchant, Victoria Build-  
ings, Elphinstone Circle.

*Corresponding Firms.*

Gibb, Livingston and Co., Hong-  
kong and Shanghai.

Alfred Dent and Co., Shanghai.

Bomanjee Maneekjee Funthukce, Mody  
Street, Rampart Row, East.

*Corresponding Firms.*

Cursetjee and Co., Kamptee,  
Seetabuldee, Jubbulpore, and  
Secunderabad.

Frederick Jones and Sons, London.

Crosse and Blackwell, do.

R. J. Dykes, Paris.

Becherdas Ambaidas, Banker and  
Merchant, Bazaar Gate Street.

*Corresponding Firms.*

Ambaidas Purshotumdas, Ahmed-  
abad.

Becherdas Ambaidas, Dholera,  
Bhownuggur, Wudwan, Broach.

Ehimjee Girdhur, Merchant, Bombay  
Green.

Cowasjee Brothers, Merchants, Meadow  
Street.

D. C. Ruinagur and Co., Church Gate  
Street.

Dinshaw Dadabhoy Ghandy and Co.,  
Merchants, Apollo Street.

Dinshaw Sorabjee & Co., 20, Rampart  
Row.

*Corresponding Firms.*

James Barber, Sons and Co.,  
London.

Cowasjee Dinshaw and Brothers,  
Aden.

Dosabhoy Merwanjee and Co., Merchants, 6, Parsee Bazaar.

Eduljee, Framjee and Co., Merchants, Bombay Green.

Framjee Eduljee Davur, Merchants, Forbes Street.

Hormusjee Nowrojee Sucklatwalla, Merchant, Victoria Buildings, Elphinstone Circle.

Jamsetjee Nusserwanjee Tata, Merchant, 78, Cowasjee Patell Street, Fort.

Jehangir Hormusjee, Merchant, Church Gate Street.

J. N. Wadia's Sons and Co., Parsee Bazaar Street.

*Corresponding Firms.*

Peter Bell and Co., London.

Jennings Son and Co., London.

J. and J. Bell and Soutar Lehman and Co., Manchester.

John McKie (Junior) and Co., Glasgow.

Mathuradas Lowjee, Merchant, 58, Mody Street.

*Corresponding Firms.*

Prange and Son, Liverpool.

Dadabhai Naorojee & Co., London.

E. E. Meakin and Co., London.

Morpurgo and Parente, Trieste.

Roopasing Mathuradas, Oomra-wuttee, Khangaum, and Akote.

Merwanjee and Co., Merchants and Commission Agents, 22, Church Street.

*Corresponding Firm.*

James Morrison and Co., London.

Merwanjee Framjee and Co., Meadow Street.

Merwanjee Nusserwanjee, Sons and Co., Merchants and Commission Agents, 13, Meadow Street.

Mooljee Jaitha and Co., Merchants, Mandvi Bunder, and 3, Church Lane.

*Corresponding Firms.*

Mooljee Jaitha and Co., Cochin, Madras, Julgaum, Barsee, Kur-rachee, and Moortizapore.

Muncherjee Nowrojee Banajee, Merchant, 1, Church Street.

Muncherjee Pallonjee and Co., East India Merchants and Agents, Bazaar Gate Street.

*Corresponding Firms.*

Carver Ross and Co., London.

F. H. Carver, Liverpool.

Geo. Ross and Co., Manchester.

Nusserwanjee Bomanjee Mody and Co., Merchants, 11, Church Street.

*Corresponding Firms.*

Burjorjee Framjee and Co., Calcutta.

N. Mody and Co., Hongkong.

Nusserwanjee Manockjee and Co., Merchants, 30, Meadow Street.

*Corresponding Firms.*

Leech, Harrison and Forwood, Liverpool and London.

Wichelhaus and Busch, Liverpool.

Forwood Bros., London.

Nusserwanjee Ruttonjee Tata, Merchant, 78, Cowasjee Patell Street, Fort.

N. V. Curranee and Co., Shipping and Forwarding and General Agents, Elphinstone Circle.

Nowrojee Virjibhoy Curranee.

*Corresponding Firms.*

Nixon and King, London and Liverpool.

W. R. Sutton and Co., London and Liverpool.

Davies Turner and Co., London and Liverpool.

J. and W. Tolley and Co., Birmingham.

William Taylor, Liverpool and Glasgow.

Staveley and Co., Liverpool.

Thos. Irvine and Co., Liverpool.

Richardson and Co., London.

H. Starr and Co. do.

H. Hurter and Sons do.

Hobson and Son, London and Woolwich.

Curtis and Son, Portsmouth.

Sewell and Crowther, London.

Spencer & Co., London.

Pallonjee Dadabhoj Ayrton, General  
Commission Merchant, 17, Mirza  
Street.

Rustomjee Dadabhoj Cama and Co.,  
Parsee Bazaar Street.

S. P. Framjee, Merchant and General  
Commission Agent, 12, Hummum  
Street.

*Corresponding Firms.*

W. B. Davis, London.

Rustomjee Frommurz, Kurrachee.

Shamjee Morarjee, Merchant, Sassoon's  
Buildings.

*Corresponding Firm.*

R. B. Fastnedge, London.

Shariff Salemahammad and Co., 4,  
Chinch Bunder, 2nd Row.

*Corresponding Firm.*

Salemahammad Goolamhoosen,  
Kurrachee.

Tapidas Vurjdas and Co., Merchants  
and Agents, Church Gate Street.

Tyabjee and Co, Merchants and Com-  
mission Agents, 2, Meadow Street.

*Corresponding Firms.*

Tyabjee and Co., Kurrachee.

Louis Degrand and Co., London.

J. Deville and St. Alary, Marseilles.

Les fils de C. Fischer, Havre.

## BANKS.

### AGRA BANK, LIMITED.—RAMPART ROW.

W. S. D. Blackhall, Manager.  
T. Waine Early, Accountant.

James Greenwood, Assist. Accountant.  
E. C. Rich, Assistant.

### BANK OF BENGAL, BOMBAY BRANCH.—ELPHINSTONE CIRCLE.

G. W. Moultrie, Agent.

Wm. Neill, Accountant.

### CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

#### ELPHINSTONE CIRCLE.

C. J. Sharp, Acting Agent.  
James Wallace, Acting Accountant.

James West, Sub-Accountant.  
Thos. A. Elliot, sub-Accountant.

### CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.—ELPHINSTONE CIRCLE.

D. Finlayson, Agent.

H. W. Jones, Accountant.

### COMPTOIR D'ESCOMPTE DE PARIS.—RAMPART ROW.

A. Renaud, Manager.

L. Dauré, Accountant.  
C. L. Hardcastle, Sub-Accountant.

**GOVERNMENT SAVINGS BANK.**

OFFICE—NEW BANK OF BOMBAY.

M. Balfour, Secretary and Treasurer. | Ed. Cannon, Superintendent.

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**HONGKONG AND SHANGHAI BANKING CORPORATION.**

ELPHINSTONE CIRCLE.

George E. Noble, Agent.

| J. M. Grigor, Accountant.

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**NATIONAL BANK OF INDIA, LIMITED.—RAMPART ROW.**

Wm. Baker, Manager.

| John Kyd, Acting Accountant.

G. R. Wingrove, Assistant Accountant.

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**NEW BANK OF BOMBAY, LIMITED.—ELPHINSTONE CIRCLE.**

M. Balfour, Secretary and Treasurer.

| Robert Clark, Chief Accountant.

W. Fraser, Deputy Secretary.

| James W. Slight, Inspector of Branches.

M. F. Esperance, Supt., Public Debt Office.

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**ORIENTAL BANK CORPORATION.—RAMPART ROW.**

R. D. Cairns, Acting Agent.

| Robert Bell, Acting Sub-Agent.

D. Sinclair, Acting Accountant.



# Port Street Office Directory.

## Apollo Street.

### West Side.

[*St. Andrew's Church to the Cathedral.*]

St. Andrew's Church.

Government Icehouse.

High Court—

Sheriff of Bombay.

John Macpherson, B.A., Barrister-at-Law, Clerk of the Crown.

J. J. Curnin, Deputy Clerk of the Crown.

C. W. L. Jackson, B.A., Barrister-at-Law, Clerk and Sealer of the Insolvent Debtors' Court.

J. D. Inverarity, Barrister-at-Law, Examiner of the Court for the Relief of Insolvent Debtors.

G. H. Farran, M.A., Acting Master and Registrar in Equity, and Asst. Commr. for taking Accounts, and Asst. Taxing Officer

W. Adams, First Deputy Registrar.

Limjee Nowrojee Banajee, Acting Second Deputy Registrar.

Edward Van Der Straaten, Deputy Sheriff.

Office of Official Assignee.

J. W. Orr, Prothonotary High Court, Ecclesiastical and Admiralty Registrar.

J. Flynn, Chief Translator.

W. E. Hart, Barrister-at-Law, Reporter to the High Court.

Office of the Clerk of the Insolvent Court.

Law Society's Library.

Tudor & Co., merchants.

H. F. Purcell, Barrister-at-Law.

M. H. Starling, Barrister-at-Law.

C. Agnew Turner, Barrister-at-Law.

Wm Gill, Barrister-at-Law.

Jones Q. Pigot, Barrister-at-Law.

Jefferson and Payne, Solicitors.

Divan Exchange.

Nusserwanjee Aspandiarjee, wine merchant

Jewajee Ruttonjee's Sons, wine merchants.

Pestonjee Cowasjee, Solicitor.

Haroon Ebrahim, tailor.

Pallonjee Hormus, ee Sons and Co., merchants.

English Hotel.

Pestonjee Hormusjee, dubash.

Jahangeerjee Framjee & Co., general merchants.

Mansooklal Mugotlal Munshi, Solicitor.

Dosabhoj Ookerjee, army agent

Cursetjee Mundherjee's Sons, dubashes.

Shapoorjee and Thakurdas, Solicitors.

Moosa Essaw & Co., tailors.

A. Allan, tailor.

Ebrahim Abdoal Currim, ship-chandler, iron-monger, and general merchant.

Edujee Nusserwanjee, general merchant.

Sallebhoj Tyebjee & Co., ship-chandlers.

Deputy Surgeon General's Office.

Old Secretariate Building.

Central Press.

### East Side.

[*Apollo House to Elphinstone Circle.*]

Apollo House—

Bombay Co-operative Store.

Edujee Maneckjee Setna, merchant.

Storear and Buchanan, general merchants.

G. Atkinson, Serjeant-at-Law.

K. Janardhun, Civil Engineer, Architect, and Surveyor.

Ardaseer Framjee, Solicitor.

Pheroosshaw M. Mehta, Barrister-at-Law.

W. E. Browning, Barrister-at-Law.

C. J. Mayhew, Barrister-at-Law.

J. W. Pullen, Barrister-at-Law.

Oriental Exchange.

S. rabjee Cowasjee & Co., auctioneers and commission agents.

Hajee Essa Dawood, general merchant.

Pestonjee Cowasjee Kharas, China Depository.

Lyon & Co., merchants,

Mehrjee, Johnstone & Co., auctioneers.

J. Dixon, Marine Surveyor, Lloyd's Agent, Bureau Veritas, &c

T. Lidbetter, Notary Public and Average Stater.

Pochajee Framjee & Co.  
 Anglo-Indian Agency.  
 Cowasjee Jamsetjee, dubash.  
 Jehangir Framjee & Co.  
 Rustumjee Sorabjee & Co., ship-chand-  
 lers, &c.  
 Bhicoo Fazba & Co., general merchants.  
 M. F. Cash & Co., merchants.  
 L. Sibille & Co., merchants.  
 Rimington, Hore, and Langley, Solicitors.  
 Mofussil Company, Limited.  
 Dyal Ruttonsey, merchant.  
 The Bellary Press Company, Limited.  
 Madras Spinning and Weaving Com-  
 pany, Limited.  
 Jehangeer Mormusjee & Co., auctioneers  
 and commission agents.  
 Merwanjee Muncherjee Mody & Co.,  
 ship-chandlers.  
 Jamsetjee Cooverjee Sons, late Jehangeer  
 Nusserwanjee & Co.  
 Joseph Soares, merchant.  
 Brooks & Co., brokers.  
 Wm. Watson & Co., Army and Civil  
 Agents.  
 Owen & Okell, merchants.  
 J. Pearce, bread and biscuit baker and  
 confectioner.  
 Heerjee M. & Sons.  
 Heptoola Shaik Adam & Co., ship-  
 chandlers and general contractors.  
 Craigie, Lynch & Owe, Solicitors.

### Armenian Lane.

[Church Lane to Rampart Row.]

Ardaseer Burjorjee & Co.  
 The Oriental Printing Press.  
 Anderson & Co.  
 Ruttonjee Nusserwanjee Oonwalla,  
 merchant.

### Ash Lane.

Wagjee Ragowjee, draper and milliner.  
 Bombay Hemp and Jute Mills Company,  
 Limited.  
 Dr. Doolittle.

### Bombay Green.

[Apollo Street to Marine Street.]

Nuthoo Soonderjee, broker.  
 Maneckjee Jamsetjee, merchant.  
 Narronjee Goolabchand, freight broker.

Joseph Flanagan and Currumsey Mool-  
 jee, coal brokers  
 Runchordas Ghela & Co.  
 Sijpall Heerjee, telegram writer.  
 Hormusjee Cowasjee Poonaghur, stamp  
 vendor.

R. L. Southern & Co., merchants.  
 Eduljee Framjee & Co., merchants.

[End of Bruce Lane to the Cathedral.]

Forbes & Co., merchants.  
 Constituent Insurance Company.  
 Universal Life Assurance Society.  
 Bombay Insurance Company.  
 Malabar Company, Limited.  
 Union Insurance Society of Canton.  
 Bombay Fire Insurance Company, Ltd.  
 Bhownggur Mills and Press Company,  
 Limited.  
 London and Provincial Marine Insur-  
 ance Company.  
 Bolton & Co., general merchants.  
 Shapoorjee Sorabjee Narailwalla, mill,  
 stores, and general merchant.  
 Singer's Sewing Machine Agency.  
 Land Mortgage Bank of India (under  
 Liquidation).  
 The Cathedral.

### Bruce Lane.

[Church Lane to Apollo Street.]

Dadabhoy Rustumjee, cabinet-maker.

### Church Lane.

West Side.

[West End of the Cathedral to Tamarind  
 Lane.]

Neriad Spinning and Weaving Com-  
 pany, Limited.  
 Bombay Samachar and Loke Mitra.  
 Harry John, broker.  
 Ardaseer Cursetjee Dady & Co.  
 Lynch and Tobin, Solicitors.  
 King, King & Co., Army and Civil  
 Service Agents.  
 T. B. Booth, cotton and produce agents.  
 Ewart, Latham & Co., merchants.  
 Liverpool and Bombay Traders' In-  
 surance Company.  
 Victoria Insurance Company.  
 London Assurance Corporation for  
 Life and Marine Insurance.  
 China Traders' Insurance Company,  
 Limited.

Mooljee Jaitha and Co.  
 Visiam Mhowjee and Co.  
 Soonderdas Spinning and Weaving Company, Limited.  
 Khandeish Spinning and Weaving Company, Limited.  
 Madras United Spinning and Weaving Mills Company, Limited.  
 Scinde and Punjaub Cotton Press Company, Limited.  
 East India Press Company, Limited.  
 Fort Press Company's Presses.  
 Pestonjee Dadabhoy, surveyor and draughtsman.  
 Morarjee Goculdas Spinning and Weaving Company, Limited  
 Watson Bogle and Co., merchants.  
 The Sholapoor Spinning and Weaving Company.

#### East Side.

L. Narayan & Co.  
 Kessowjee Toolseedas & Co.  
 Walsh Lovett & Co., Limited, Agents  
 E. Stamps.  
 King and Co.  
 Furshotum Odhowjee and Co., general merchants.

### Church Gate Street.

#### South Side.

[*Esplanade to the Cathedral.*]

Watson and Co., drapers and outfitters.  
 H. Clason and Co.  
 Mrs. Lake, milliner, dress-maker, and outfitter.  
 Nowrojee Cowasjee Dalal, cheroot depot.  
 McCulloch, Beyts & Co., merchants.  
 Albert Press Co. of Kurrachee, Limited.  
 The National Spinning and Weaving Co. of India, Limited.  
 Jehangeer Hormusjee and Co.  
 The Alliance Spinning and Weaving Company.  
 J. Locke Gray, Professor of Music.  
 Manockjee Nowrojee, watch-maker.  
 Fort High School.  
*Times of India Office.*  
 Nanabhoy Byramjee Jeejeebhoy and Co., merchants.  
 New Great Eastern Spinning and Weaving Company.  
 Muncherjee Nowrojee Banajee, merchant.

#### North Side.

Mrs. Jacob Hunt, milliner and dress-maker.

N. B. Mody & Co. merchants.  
 B. C. Badurjee, confectioner.  
 Dhunjeebhoy Cursetjee Dulall.  
 Chalk and Turner, solicitors.  
 Burlington Hair-cutting Saloon.  
 W. A. Hurst, exchange broker  
 London, Bombay, and Mediterranean Bank, Limited (in Liquidation).  
 Bomonjee Jeejeebhoy's Sons, merchants.  
 Bomonjee Framjee Cama.  
 Merwanjee & Co.  
 Fort Reading-room and Library.  
 Morton & Co., Kangra Valley Tea Agency  
 Dorabjee Eduljee, watch-maker.  
 S. X. D'Silva, biscuit and pastry seller.  
 Purshotum Fakeerjee, sign-board painter.  
 Pestonjee Framjee, telegraph writer.  
 Viegas & Co.  
 Bombay Native Insurance Company.  
 [*Facing the North Side of the Cathedral.*]  
 B. B. & C. I. Railway General Offices  
 Hongkong and Shanghai Banking Corporation.  
 D. S. Kemp & Co., Chemists.

### Dean Lane.

[*Tamarind Lane to Humnum Street.*]

Cutler, Palmer & Co., of London and Bordeaux.  
 James Morris, Civil Engineer.  
 Methodist Church.  
 S. L. Macnaghten.  
 J. C. Bushby and Co.  
 Eagle Printing Press.

### Elphinstone Circle.

[*North Section of the Circle including the short bisecting Street.*]

Bombay Port Trust.  
 D. McLauchlan Slater, F.I.A., Manager and Actuary Oriental Government Security Life Assurance Company, Limited, and Secretary Indian Guarantee and Suretyship Association, Limited.  
 F. Ryan and Co., brokers.  
 Elphinstone Spinning and Weaving Company, Limited.  
 F. W. Sedgwick, exchange and cotton broker.  
 Bombay Gas Company, Limited.

Buttonjee A. Nowrojee and Co.  
 Ardaseer Nowrojee, merchant and com-  
 mission agent.  
 Hormusjee Bomanjee Wadia.  
 Thomas Bromley, bill and exchange  
 broker.  
 Pestonjee Dhunjeebhoy Coorlawalla.  
 Coorla Spinning and Weaving Company,  
 Limited.  
 Ardaseer Bomanjee Hormusjee Wadia.  
 A. Vaz, sail-maker.  
 Framjee D. Wadia and Co.  
 Bombay Association.  
 Wheatley, Madden and Co., Shipping  
 Agents, &c.

[Facing the Mint.]

Chartered Bank of India, Australia, and  
 China.  
 Ryan and Co., brokers.  
 Pombay Fort Gymnasium.  
 Industrial Press.  
 Mercantile Marine Office.

[Facing the Custom House.]

Devjee Gungadhur, muccadum.  
 Sassoon Press Company, Limited.  
 John W. Scott, broker.  
 Bell, Brandenburg and Co.  
 Agency of the Austro-Hungarian Lloyd's  
 Navigation Company.  
 J. Janni, Agent.  
 Geo. Gahagan, general merchant.  
 H. D. Fisher and Co., merchants.  
 Scott, McClelland and Co., Civil En-  
 gineers and Architects.  
 The Advertiser Printing Press.  
 N. V. Curranee and Co.  
 Ocean Express, Overland and General  
 Shipping Agency.  
 Ardisheer and Co., merchants.  
 Farnham and Co., merchants.  
 American Consulate.  
 Govindjee Shamjee, Customs form seller.  
 Purvis' Customs' Agency.  
 Cockburn's United Service and Co-  
 operative Society.

[South Section of the Circle including the  
 short bisecting Street.]

G. I. P. Railway Agent's and Chief  
 Accountant's Office.  
 G. I. P. Railway Chief Engineer's Office.  
 Grindlay, Groom and Co., East India  
 and Regimental Agents.  
 City of Glasgow Life Assurance Company.  
 J. Farbstein, Warsaw Hair-cutting Saloon  
 General Registrar's Office.

P. and J. Randellia & Co., general mer-  
 chants.  
 James Mackintosh and Co., brokers.  
 Finlay, Scott & Co.  
 Eastern Marine Insurance Co., of Bom-  
 bay.  
 Peel, Cassels & Co., merchants.  
 Sun Fire Office.  
 Globe Marine Insurance Co., Limited.  
 W. M. Tennent, broker.  
 Ritchie, Stenart & Co.  
 Union Marine Insurance Company.  
 Limited London and Liverpool.  
 Broach Cotton Company, Limited.  
 Edward Bates & Co.  
 Alexandra Spinning and Weaving  
 Company, Limited.  
 The Frere Land and Pier Company.  
 Viegas Slip Company.  
 The Mazagon Company, Limited.  
 Colaba Spinning and Weaving Company,  
 Limited.  
 W. Nicol & Co.  
 Nicol Press and Manufacturing Com-  
 pany, Limited.  
 Fleming Spinning and Weaving Com-  
 pany, Limited.  
 British India Steam Navigation Com-  
 pany, Limited.  
 Mofussil Company, Limited.  
 Carwar Company, Limited.  
 Bombay Metal Mart.  
 Bombay Saw Mills Company, Limited.  
 Byculla Iron Works.  
 K. K. Oester, Consulate in Bombay and  
 Consul-General of Austria and Hun-  
 gary.  
 Nursey Kessowjee & Co.  
 Anglo-Indian Insurance Company, Ltd.  
 Reuter's Telegram Company, Limited.  
 Colaba Press Company, Limited.  
 Benn, Ashley & Co.  
 Hyderabad D. S. and W. Company, Ltd.  
 Bank of Bombay.  
 Bank of Bengal.  
 Remington & Co., merchants.  
 Apollo Press Company, Limited.  
 Bombay Insurance Society.  
 Alliance British and Foreign Life and  
 Fire Assurance Company.  
 Royal Exchange Assurance Corpora-  
 tion of Marine and Fire.  
 Church of England Assurance Institu-  
 tion.  
 Canton Insurance Office.  
 Bengal Insurance Company.  
 Amicable Insurance Company.  
 G. I. P. R. Company's General Offices.

**English Hotel Lane.**

Jamsetjee Jehangeerjee, dubash,  
English Hotel.

**Forbes Street.****South Side.**

[*Apollo Street to Rampart Row.*]

Noor Mahomed Ally, tailor, book-seller,  
and general dealer.  
R. A. B. Skipsey, Solicitor.  
Cursetjee Sorabjee & Co., wine and  
provision merchants.  
Manockjee Burjorjee, Indian condiment  
and Europe shop-keeper.  
Pestonjee Framjee, watch-maker.  
Kashinath Trimbeck Telang, Barrister-  
at-Law.  
S. V. Dhurandhar, Barrister-at-Law.  
Framjee R. Vicajee, Barrister-at-Law.  
Eduljee Furdoonjee, Indian oilmanstore  
shop.  
Jewanjee Cowasjee, electro-plater and  
gilder.  
Sadanund Shrikrishnaje & Co., auc-  
tioneers and commission agents.  
M. D. Kavanagh, Dr., Barrister-at-Law.  
Budroodeen Tyabjee, Barrister-at-Law.  
Abbas S. Tyebjee, Barrister-at-Law.  
Moolee and Bomanjee, Solicitors.  
Burjorjee Ruttonjee & Co.  
Framjee Nowrojee, Indian oilmanstore  
shop.  
Rustomjee Nowrojee, sodawater manu-  
facturer.  
Byramjee Muncherjee, dubash.  
Shamrao Pandurung, Solicitor.  
Ardaseer Jamsetjee, provision and wine  
merchant.  
Dattanath & Co., stationers and general  
dealers.  
P. Ruttanjee, watch-maker.  
Rogers & Co., druggists.  
John Marriott, Barrister-at-Law.  
Bennett & Co., auctioneers.  
Port Canning Land Investment Co., Ltd.  
David Sassoon & Co., merchants.  
Sassoon Spinning and Weaving Com-  
pany, Limited.  
Sassoon Silk Manufacturing Company,  
Limited.

**North Side.**

Jamsetjee Hormusjee Poter, wine and  
spirit merchant.

E. Tyrrell Leith, Barrister-at-Law.  
W. Webb, Barrister-at-Law.  
Jewanjee Eduljee's Sons, mess agents.  
E. Keasterton & Co., carriage show-  
rooms.  
Finlay, Muir and Co., merchants.  
Scottish Imperial Insurance Company  
of Fire, Life, and Annuities.  
Commercial Union Assurance Com-  
pany, Limited.  
Trident Marine Insurance Company,  
Limited.  
Merchants Marine Insurance Com-  
pany, Limited.  
W. J. Essai, general merchant.  
G. S. Purvis.  
Inspector-in-Chief's Office, Cotton De-  
partment.  
C. Tyabjee and Co., Solicitors.  
Walker and Co., Europe shop.  
Waverley Hotel.

**Hornby Row.****East Side.**

[*Continuation of Rampart Row.*]

Mrs. Jacob Hunt, milliner and dress-  
maker.  
Framjee Hormusjee and Co., merchants.  
Jamsetjee Framjee, picture frame maker.  
A. Davis's Saddlery Agency.  
The London Hotel.  
F. B. Seervai, Dentist.  
Frederick Madeley and Co., merchants.  
Jules, Siegfried and Co., Consulate de  
France.  
French Press Co.  
E. Spinner and Co., merchants.  
Mackinlay, Simpson and Co.  
Manockjee Petit's Manufacturing Com-  
pany, Limited.  
Victoria Manufacturing Company, Ltd.  
The Mazagon Spinning and Weaving  
Company, Limited.  
The Manchester and Bombay Spinning  
and Manufacturing Company, Ltd.  
Positive Government Security Life  
Assurance Company, Limited.  
J. Mitchell, Nash and Co.  
The Albert Mill Company, Limited.  
Bombay House and Land Investment  
Company.  
P. F. Gomes' Dispensary.  
Cathedral Choir School.  
Fort Mercantile Press.  
Police Court.

Sir Jamsetjee Jejeebhoy Parsee Benevolent Institution.

### West End.

Fort Branch First Grade Anglo-Vernacular School.  
Goculdas Tejpal Girls' School.  
Government Vernacular School.  
Pension Pay Office.  
Presidency (Military) Pay Office.

### Hummum Street.

#### South Side.

[*Meadow Street to Apollo Street.*]

Thorpe and Co., tailors, and general merchants.  
H. Bicknell, Solicitor.  
The Anglo Indian Spinning and Manufacturing Company, Limited.  
Narronjee Dhu'rumsy and Co., millinery and Bengal shop keepers.  
Soundy and Co., general merchants.  
C. Marcks and Co., watch-makers, jewellers, &c.  
Swift and Farrow, Public Accountants.  
E. W. Flower, house agent.  
Bombay Mechanics' Building Company, Limited.  
Jaffer Sulliman and Co., general merchants.  
Vinay and Co., merchants.  
Aux Villes de France, millinery and dress-making establishment.  
Campbell, Mitchell and Co.  
Royal Insurance Company, Bombay Agency.  
Hormusjee Manockjee, wine merchant.  
Greaves, Cotton and Co., merchants.  
Denison and Co., sodawater manufacturers.  
Menesse and Co., auctioneers.  
Hajee Cassum and Co., tailors.  
Aba Ramsett, goldsmith.  
Byramjee Fallonjee, Europe shop-keeper.

#### North Side.

Y. A. Lucka and Co., outfitters.  
C. E. Mitchell & Co., merchants  
The Oriental and American Telegram Co., Ltd.  
Liverpool Underwriters' Association.  
Joonas Tyab, draper.  
C. Bouneville and Co., wine merchants.  
C. Grondona.  
Chancelleria del Ro. Consolato d'Italia.  
Rubattino Steam Navigation Company.

R. Lupi and Co., freight and produce brokers.

Italian Marine Insurance Company,  
Registro-Italiano, Genoa.  
Hudson and Co., provision merchants.  
Louis Frank, Carver and Gilder.

### Marine Lane.

[*Apollo Street to Marine Street.*]

Rustomjee & Co., Master Carpenters.

### Marine Street.

#### West Side.

[*Apollo House to Town Hall.*]

Robert Brown, house and ship plumber, copper-smith, and gas-fitter.  
Prince of Wales Hotel.  
Newcome Fox, Barrister-at-Law.  
H. C. Kirkpatrick, Barrister-at-Law.  
James Jardine, Barrister-at-Law.  
The Bombay Association.  
Victoria Patent Brick Company, Ltd.  
Bombay Oil Works Company, Limited.  
Hussonbhoy Thavur and Co., ship-chandlers.  
Ardaseer Framjee Moos, merchant.  
Dawoodbhoy Peerbhoy, shipchandler, &c.  
Crawford and Co., auctioneers.  
Western India Lithographic Drawing and Printers Press.  
Edujee Framjee and Co., merchants.  
Byramjee Pestonjee, dubash.  
Framjee Nusserwanjee & Co., dubashes.

#### East Side.

[*Facing High Court.*]

Dockyard.  
Bombay Hydraulic Press.  
Apollo Bonded Warehouse.  
Custom Bonded Warehouse.  
Custom House.  
Town Hall.  
Mint.

### Meadow Street.

#### East Side.

[*Forbes Street to Rampart Row.*]

H. Clason and Co.'s Godown.  
Angus, Son and Co., merchants.  
Bombay Gazette Office.  
A. Luig, Gunmaker, &c.  
G. S. Judge, Solicitor.

R. M. S. Branson, Barrister-at-Law.  
 Nusserwanjee Framjee Dhonee, general merchant.  
 Khunderao Morojee, Solicitor.  
 S. Edelstein, Hungarian boot and shoe maker.  
 Dhunjeebhoy Rustomjee and Co., mess agents.  
 Burjorjee Nusserwanjee, Victoria Toys shop.  
 Catholic Chapel and Nuns' School.  
 Nowrojee Bomanjee and Co., pianoforte and harmonium ware-house.  
 Byramjee Hormusjee, watch-maker.  
 Ebrahim Abdoola, book-seller.  
 St. Peter's Armenian Church.  
 Motee Cootare, cabinet-maker.  
 Nusserwanjee Byramjee, cabinet-maker.  
 Ardeser Bros., portrait painters  
 B. Kolajee and Co., estate and house agent.  
 John S. Elmore and Co., merchants.  
 Mrs. Medley, milliner and dress-maker.  
 Book Depot of Society for Promoting Christian Knowledge.  
 Joseph Ali, book-seller.  
 John Mahomed, shirt-maker, &c.  
 S. D. Esperance, copper-plate engraver and printer.  
 B. Rodrigues, chemist.  
 Thorpe and Co., tailors and general merchants.

[East End of Hummum Street to Rampart Row]

Y. A. Lucka and Co, outfitters and general merchant.  
 Cowasjee Brothers, merchants.  
 Bombay and Mofussil Horse Supplying Agency.  
 J. Blackwell, broker.  
 Mahomed Ally Abdool Latiff, tailor, outfitter, and Cambay stone seller.  
 B. Jeevunjee Melita, wine and general merchant.  
 Jamsetjee Muncherjee, watch-maker.  
 Pallonjee Hirjeebhoy's Sons, general merchants.  
 Nusserwanjee Manockjee, merchant.  
 John Marshall, merchant.  
 Burjorjee Sorabjee Sons, merchants.  
 D. Fernandes and Co., dispensing chemists.  
 National Marine Insurance Company of Southern Australia.  
 London and Lancashire Life Assurance Company.  
 Pelly and Co., merchants.

P. Byramjee, house agent.  
 Esujjee Adumjee, tailor and outfitter.  
 Nanu Narayana Kothare, Solicitor.  
 D. E. Gostling, C.E.  
 Prescott and Winter, Solicitors.  
 G. Claridge and Co., printers.  
 Theodor Knaust, Bohemian Glassware Depot.  
 Oriental Spinning and Weaving Company.  
 Branch Mills Company, Limited.  
 Dhurumsey Poonjabhoy Spinning and Weaving Company.  
 J. Campbe and Co., merchants.  
 Phoenix Fire Insurance Company.  
 Hormusjee Sorabjee, book-seller and stationer.  
 Dinshaw Hormusjee and Co., auctioneers.  
 Merajee / hmedbhoy's Sons, milliners.  
 D. Cooverjee Majoo, milliner.  
 Breslau and Co., merchants.  
 Taylor's Hotel.  
 M. Morton and Co., saddlers and harness makers.

#### West Side.

Balcrishna V. N. Kirtikar, Solicitor.  
 Bhugwandas Munmohandas, Solicitor.  
 T. Edwards, gun-maker.  
 Merwanjee Heerjee, cabinet-maker.  
 Ardaseer Byramjee, Barrister-at-Law.  
 Tharsee Lakhunda, estate broker.  
 Jamsetjee Cursetjee Cama, Solicitor.  
 Jamsetjee Merwanjee, coal merchant.  
 Framjee Rustomjee, general dealer.  
 S. Shapoorjee and Co., general purveyors and bazaar suppliers.

#### [West End of Military Square to Rampart Row.]

J. Neuberg, general merchant.  
 Vassantrow Hurrichund, photographer.  
 Framjee Shapoorjee, watch-maker.  
 Cursetjee Jewajee Mhow, provision and wine merchant.  
 Ebrahim Ademally, China merchant.  
 A. B. Aschek and Co., merchants.  
 Adabbay Cowasjee, general merchant.  
 A. Rampana, painter, sculptor, and general decorator.  
 S. Rose and Co., music saloon, importers, and agents.  
 Cursetjee Cowasjee, watch-maker.  
 Geo. Nicholl & Co., boot and shoe maker.  
 Nansce Khyraz and Co., tailors and outfitters.  
 E. Frankenberg and Co., merchants.

Framjee Ardaseer Davur, general merchant.

C. Zerrenner, merchant.

Dadabhoy Jamsetjee, agent, steamers Pearl and Taptee.

Ebrahim Hussein and Co., tailors.

P. Vuccino and Co., photographers.

Morenas and Co., ice confectioners.

Cooper and Co., book-sellers.

John Mahomed, tailor and outfitter.

Cowasjee and Manockjee, dubashes.

Muncherjee Pestonjee Badhurjee, baker.

W. Minns, commercial billiard-rooms

M. Fischer, proprietor, "Photographie Parisienne."

Dinshaw Sorabjee and Co., agents and wine merchants.

Rowland and Co., saddlers and harness makers.

Dorabjee Cooverjee Majoo and Co., milliners.

Oriental Bank Corporation.

### Military Square.

[Meadow Street to Rampart Row.]

Nusserwanjee Cullindas and Co., auctioneers and commission agents.

Pestonjee Jewajee, wine and provision merchant.

M. Coobair and Co., sign-board painters, &c.

J. P. de Souza, tailor.

J. Doughty, board and lodging house-keeper.

Cowasjee and Nusserwanjee, dubashes.

J. J. Burrows, livery stable-keeper.

### Nesbit Lane.

Clement Smale, Solicitor.

John Connon Scottish High School.

Framjee, Sands and Co.

[Apollo Street to Imperial Hotel]

Edu'jee Cursetjee Boyce, merchant and mess agent

Imperial Hotel

Nanabhoy and Sorabjee, dubashes,

Merwanjee Nusserwanjee, dubash.

Davidas Luloobhoy and Co.

### Oak Lane.

J. Solomon and Co.

Sawyer and Co.

Edu'jee Ookurjee Cassinath, French dubash.

Janardhun and Ghandibhoy, Solicitors.

Manockjee Nowrojee, cabinet-maker.

Hyder Ali Cassumjee, merchant.

### Ropewalk Lane.

Denayromze and Co., London and Paris Diving Engineers.

### Parsee Bazaar Street.

#### West Side.

Wallace and Co., merchant.

Bombay, Burmah Trading Corporation.

Deschamps and Co., cabinet-makers, &c.

Ramchunder Mahadeo and Co., merchants.

W. Cooper and Co., landing and shipping agency.

Dadabhoy Hormusjee, merchant.

Dossabhoy Merwanjee & Co., merchants.

Dépôt for Wheeler and Wilson Lock-stitch Family Sewing Machines.

#### East Side.

C. Macdonald and Co., merchants.

Scottish Fire Insurance Company.

Bally Paper Mills Co. of Calcutta.

N. Tata and Co., merchants.

Central India Manufacturing Co., Ltd.

Anglo-Indian Parcel Express.

D. H. Cama and Co., merchants.

Hormusjee and Jamsetjee, dubashes.

Pestonjee Hormusjee Suntook, merchant.

Bombay Merchants Press.

J. A. Shepherd.

Young and Co., merchants.

Jehangeer Merwanjee, Pleader.

W. and A. Graham and Co., merchants.

Scottish and Commercial Fire and Life Insurance Company.

Chamber of Commerce.

### Rampart Row.

#### West Side.

[East End of Church Gate Street to Taylor's Hotel.]

Watson and Co., tailors and outfitters.

F. Wittoba, sign-board painter, &c.

O. S. Pedraza, Professor of Modern Languages.

C. F. Khory, surgeon-dentist.

Favre, Leuba and Co., watch-makers, jewellers, &c.

T. F. Punnett, agent.

Great Britain Marine Life Assurance Society.



Badham and Co., tailors and outfitters.  
 Balli Brothers, merchants.  
 Hern and Cleveland, Solicitors.  
 B. Scobie and Co., boot and shoe makers.

[*Oriental Bank to St. Andrew's Church.*]

W. J. Best, broker.  
 A. Morrison, broker.  
 M. Fischer, proprietor, "Photographie  
 Parisienne."  
 Dinshaw Sorabjee and Co., merchants.  
 Bowland and Co., Saddlers,  
 Commercial Rooms.  
 Paper Currency Office.  
 P. Grant and Son, saddlers and harness  
 makers.  
 P. and O. Company's Office.  
 London and Oriental Steam Transit  
 Insurance Office.  
 Thomson and Tailor, chemists and  
 druggists.  
 Volkart Brothers.  
 Volkart's United Press Company, Ltd.  
 London and Lancashire Fire Insur-  
 ance Company.  
 Transatlantische Fire Insurance Co.  
 Samarang Marine and Fire Insur-  
 ance Company.  
 Batavia Marine and Fire Insurance Co.  
 China and Japan Marine Insurance  
 Company.  
 La Neuchâtelaise Marine Insurance Co.  
 Rhein-Westphälischer-Lloyd Marine  
 Insurance Company.  
 Swiss Lloyd Transport Marine Insur-  
 ance Company.  
 Deutsche National Bank, Bremen.  
 J. J. L. Davis, Dentist.  
 Sorabjee Pestonjee and Co., dubashes.  
 Aldridge, Salmon and Co., merchants.  
 Agra Bank, Limited  
 Asquith and Co., drapers and shirt-  
 makers.  
 Cursetjee and Eduljee, dubashes.  
 Bourne and Shepherd, photographers.  
 Stearns, Hobart and Co.  
 Agency Bombay Tramway Company.  
 Thacker, Vining and Co., publishers,  
 book-sellers, &c.  
 The Standard Life Assurance Co.  
 Fletcher and Smith, Solicitors.  
 E. M. Walton, Surgeon-dentist.  
 Indian Life Insurance Co., Limited.  
 Registrar of the Diocese.  
 Bennett and Co., auctioneers.  
 Ruttonjee Bomanjee and Co., dubashes.  
 E. D. Sassoon, merchant.

Sir Charles Forbes and Co., merchants.  
 Prince of Wales Press Company. Ltd.  
 East Side.

[*From New Secretariate.*]

Bombay Sassoon's Mechanic Institute.  
 Municipal Offices.  
 Esplanade Hotel.  
 National Bank of India, Limited.  
 Killick, Nixon and Co., merchants.  
 Knoop and Co., merchants.  
 Hamilton and Co., Jewellers, &c.  
 Bombay Club.  
 Comptoir d'Escompte de Paris.  
 Gaddum and Co.  
 Fort Press Company, Limited.  
 New Berar Cotton Ginning and  
 Press Company, Limited  
 Compagnie Lyonnaise D'Assurance  
 Maritimes.  
 Manchester Fire Assurance Company.  
 Crawford and Boovey, Solicitors.  
 George Lockhart and Co., merchants.  
 Treacher and Co., Limited.  
 Public Works Department.  
 Post Office  
 Telegraph Office.

[*Extreme South End of Esplanade.*]

New Secretariate Building—  
 Accountant-General's Office.  
 Collector of Salt Revenue.  
 Sanitary Commissioner.  
 Assistant Superintendent of Stamps.  
 Collector's Office.  
 Money Order Office.  
 Presidency Audit Pay, Leave and  
 Allowances.  
 Council Hall.

## Tamarind Lane.

[*Meadow Street to Dean Lane.*]

Royal Hotel.  
 A. H. de Brito.  
 L. G. Inzoli, freight-broker.  
 F. De Nazareth, Latin and French  
 teacher.  
 B. V. Patuck and Co., merchants.  
 Pallonjee Framjee, dubash.  
 J. Powell.  
 Samuel Heely and Son, merchants.  
 Agency of H. B. Sleeman.  
 C. Loston.  
 Storchley Nail Company.  
 E. & F. Cantor.  
 R. P. Atkins and Co.

# General Street Directory of European INHABITANTS.

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## Altamont Road, Cumballa Hill.

- T. Bromley, Broker.  
 J. A. de Lima, Asst., Ralli Brothers.  
 28 John Marshall, Merchant.  
 29 F. W. Stevens, Ex. Engr., P.W.D.  
 30 B. H. Pinhey, Hon., Judge High Court.  
 31 A. Abercrombie, Assist., Ewart, Latham and Co.  
 — W. V. Ewart, Assist. do.  
 — P. A. R. Oldfield, Partner, Ewart, Latham and Co.  
 33 A. Rodgers, Hon., Member of Council.  
 34 H. F. Purcell, Barrister-at-Law.

## Anstey Road, Cumballa Hill.

- 27 J. E. Bodger, Partner, Cutler, Palmer and Co.  
 — H. B. Bicknell, Solicitor.  
 J. W. Slight, Insp. of Branches, Bombay Bank.

## Apollo Street, Fort.

- R. Hilton, Inspector, Dockyard.  
 C. Jacka, Head Coudr., Dockyard.  
 C. G. O'Connor, Insp., Dockyard Police.  
 6 C. Tye, Manager of the Land Mortgage Bank of India, Limited.  
 — V. F. Bellew.  
 — Jas. Kingsmil', Superintendent, Government Central Press.  
 G. Miles, Assist. Sec. to Govt.  
 6 W. Neiman, Proprietor, Divan Exchange.  
 12 F. Gordon, Clerk, Campbell & Co.  
 — Robert Cox, Clerk, Hearn and Cleveland, Solicitors.

- 12 Robert Hastings, Court House Keeper, &c., High Court.  
 22 James Pearse, Confectioner and Bread and Biscuit Baker.  
 24 W. L. McKenzie, Stevedore and Marine Contractor.  
 25 G. Atherton, Manager, Joseph Soares.  
 — J. Soares, Merchant.  
 — W. G. Mayhew, Asst., Forbes & Co.  
 31 F. Southwell Piper, Pilot.  
 32 N. Roberts, Clerk, Remington, Hore and Langley, Solicitors.  
 W. Sevestre, Manager, Anderson & Co.

## Ash Lane, Fort.

- 2 S. Hodgert, Supt. Coining Dept., Bombay Mint.

## Bake House Lane, Fort.

- 2 L. Lawson, Stevedore.  
 4 Gibello Fiori, Painter, Decorator and General Contractor.  
 5 Edwin Lawrence, Coudr. Ord. Department.  
 10 A. H. Durant, Condr. Transport Depart., Dockyard.  
 — J. Setterfield, Sub-conductor Marine St re, Dockyard.  
 — J. Lyons, Surveyor, Municipality.  
 — T. Paddy, Pilot.  
 — Mellling, Pilot.  
 — Ellis, Captain, S. S. Pehlwan.

## Bellasis Road, Byculla.

- 4 J. T. T. Brown, Undertaker and Sculptor.  
 7 W. Arnott, Assist., W. Nicol & Co.

- 9 Ernest Menesse, Portuguese Translator to Government.  
 I. Palmer, Customs Preventive Service.
- 13 F. Rowland, Army Accountment Contractor.
- Byculla Club—  
 E. Walker, Partner, Lyon & Co.  
 L. Crawford, Solicitor.  
 H. C. Kirkpatrick, Barrister-at-Law.  
 C. A. W. Cameron, Assist., Framjee, Sands & Co.  
 T. Ormiston, C.E.  
 W. Gray, Dr.  
 James Jardin, Barrister-at-Law.  
 J. Thorburn, Partner, Sir C. Forbes.  
 C. Grondona, Italian Consul.  
 S. N. Fox, Barrister-at-Law.  
 C. E. Benn, Partner, Benn and Ashly.  
 G. F. Remington, Solicitor.  
 Colonel F. P. Mignon, Deputy Commissary Genl.  
 W. Fraser, Depy. Secy. and Treasurer, Bank of Bombay.  
 I. B. Lyon, Surgeon.  
 J. L. Lushington, Account. Genl.  
 W. T. Keys, Captain, Assist. Commissary Genl.  
 E. M. Palmer, Asst. Actt. Genl.  
 J. D. Inverarity, Barrister-at-Law.
- 15 C. P. Cooper, Senior Magistrate of Police.  
 G. K. Remington, Assist., Remington & Co.
- 21 R. L. Sands, Assist., Framjee, Sands & Co.
- 22 E. C. Watkins, Inspector, Port Trust Bunders.
- 23 J. Neill, Warder, House of Correction.
- 26 DeBaldie, Madame, Milliner and Dress-maker.
- 32 J. L. Turner, Book-keeper, Stearns, Hobart & Co.
- 39 J. A. Forbes, Partner, Forbes and Co.
- W. F. Knapp, Surg., Sir J. J. Hospital.
- C. H. B. Forbes, Manager, Forbes and Co.
- J. Bowick, Engr., Soonderdass Mills.
- A. W. Sharples, Asst. Mana\_er, Soonderdass Mills.

## Bombay Green, Fort.

- 28 J. Janni, Agent, Austro-Hungarian Lloyds.
- 29 A. G. Murray, Assist., Asquith and Co.
- M. Guidera, Clerk, Eastern Telegraph Company.
- J. Campbell, Architect, Scott, McClelland and Co.
- 30 L. H. Birch, Manager, Peel, Cassels and Co.
- John Birch, Exchange Broker.
- B. F. Farnham, U. S. Consul.
- 31 H. W. Williams, Reuter's Telegraph Agency.
- The Right Rev. Louis G. Mylne, Bishop of Bombay.
- Rev. V. Dulley.

## Bruce Lane, Fort.

- W. Pritchard, Insp., Customs Preventive Service.
- F. Blyth, Partner, Badham & Co.

## Chinchpoo gly Hill.

- 15 Adam Tait, Assist., P. & O. Office.
- John Kyd, Acting Accountant, National Bank.
- A. Wooley, Clerk, P. & O. Office.
- 23 H. P. Jacob, Principal, Elphinstone High School.
- T. B. Kirkham, Professor, Elphinstone College.

## Chinchpoo gly Road.

- 9 W. Bramhall, Manager, Manchester and Bombay Mills.
- J. Mitchell, Foreman, Manchester and Bombay Mills.
- 17 C. P. Platts, Dist. Traffic Manager, G. I. P. R.
- 18 J. B. Swan, Dist. Traffic Supt., G. I. P. R.
- 34 C. Musgrava, Engineer, Manchester and Bombay Mills.
- J. Hayhurst, Asst. Engineer, Manchester and Bombay Mills.

## Chowpatee Road.

- 1 James Flynn, Interpreter, High Court.
- 2 F. Fischer, Exchange Broker.

- 16 E. Wright, Supt., Paper Currency Office.  
 — L. Wright, Accountant, P.W. Dept. Moylan, Govt. Boiler Inspector.

### Church Gate Street, Fort.

- 2 M. Mull, Proprietor, *Times of India*.  
 J. Locke Gray, Organist.  
 B. Martin, Manager, William Watson and Co.  
 7 S. W. Anderson, Cotton Merchant.  
 F. Bridger, Reporter, *Times of India*.  
 7 G. E. Noble, Manager, Hongkong and S. Banking Corporation.  
 16 J. W. Stidston, Assistant to Watson and Co.  
     Charles Ischaar, do.  
     Richard Kelly, do.  
     Geo. R. Norrish, do.  
     R. Alexander, do.  
     J. Champion, do.  
     A. G. Waters, do.  
     H. Harrap, do.  
     H. Jerram, do.  
 17 Henry Stead, Liquidator, London Bank.

### Church Lane, Fort.

- 3 C. Monet, Assistant, Vinay and Co.  
 — J. Bickel, Assist., Gaddum and Co.

### Clare Road, Byculla.

- 6 P. Hamilton, Undertaker and Sculptor.  
 8 F. W. Doolittle, M.D., Surgeon.  
 9 Thos. Blaney, Dr.  
 10 W. P. Walshe, Capt. Supt., House of Correction.  
 — C. Mapp, Deputy Supt., House of Correction.  
 14 W. Allingham, Assist. Auditor, G. I. P. R., Adelphi Hotel.

### Dean Lane, Fort.

- W. R. Carnac, Broker.  
 S. L. Macnaghten, Merchant.

### Dungarsey Road, Malabar Hill.

- J. L. Madden, Partner, Wheatley, Madden and Co.

- A. Cooper, Assist., Graham and Co.  
 J. B. Paterson, Partner, Graham and Co.  
 77 J. Randall, Insp. of Roads and Buildings, Municipality.  
 81 Malcolm McPherson, Editor, *Bombay Gazette*.  
 82 L. G. Hynes, Assist. Mint Master.  
 83 C. J. Mayhew, Barrister-at-Law.  
 84 Alfred D. Saunders, Manager, King, King and Co. (Europe.)  
 — William Roy, Assist., King, King and Co.  
 — S. E. Webster, do.  
 — A. J. Ker, do.  
 85 P. F. Bellew, Surgeon-Major, Deputy Assay Master, Mint.

### Elphinstone Circle, Fort.

- 11 Theophilus Jones, Pilot.  
 — T. H. Rawlins, Pilot.  
 12 W. B. Fellows, Assistant Municipal Commissioner and Collector.  
 — G. W. Read, Cotton Broker.  
 — S. W. Read.  
 13 Peter Lunel, Clerk, Lyon and Co.  
 — Henry Lunel, Fitter, G. I. P. Railway.  
 — F. H. Jolliffe, Secretary, E. D. Sassoon and Co.  
 — H. Knott, Verger of the Cathedral.  
 — J. E. Kees, Accountant, P. W. Dept.  
 W. Smith, Agent to the Society for Prevention of Cruelty to Animals.  
 14 C. J. Sharp, Agent, Chartered Bk. of India, Australia and China.  
 15 H. W. Jones, Accountant, Chartered Mercantile Bank.  
 — Donald Bain, Assistant, do.  
 — W. J. Smellie, Assistant, do.  
 — E. W. Campbell, Exchange Broker.  
 — M. R. Wyer, Assistant, Messrs. Wallace and Co.  
 16 Stephen Wodin, Preventive Officer.  
 — James Thomson, Clerk, Wallace and Co.  
 — W. J. Kirk, Signaller, Government Telegraph Dept.  
 — E. M. DeMonte, C.E.  
 14 John Purchel, Condr., Ord. Dept.  
 15 W. Bather, Condr., Ord. Dept.  
 16 P. Nelson, Condr., Ord. Dept.  
 24 Robert Snelleks, Clerk, Wheatley, Madden and Co.

33 G. T. Marston, Manager, Reuter's Telegram Co.

— G. H. Whitehead, Assistant, do.  
— John Dunlop, Freight Broker.

33 Henry Carlisle, Electrician, Eastern Tel.

— G. D. Stacey, Clerk, Eastern Tel.  
— G. W. Mungavin, do.  
— J. Walshe, do.  
— J. E. Anderson, do.

34 A. B. Chalmers, Assistant, W. Nicol and Co.

— Daniel McIver, do.  
— Walter McGavin, do.  
— Frank Mitchell, do.

35 F. W. Bentley, Agent, Bombay Bk.

— J. W. Richards, Manager, do.  
— H. D. Cartwright, do.  
— A. M. Kerr, Assistant, do.

— F. C. Rimington, Assistant do.

36 G. W. Moultrie, Agent, Bank of Bengal.

### Forbes Street, Fort.

J. Hewson, C.E.

4 A. M. Gubbay, Partner, David Sassoon & Co.

5 W. Prichard, Inspector, Custom House.

— J. C. Lawrence, Stevedore.

— J. S. Purvis, Clerk, Stearns, Hobart & Co.

9 J. F. Walke, Pilot.

— E. Meiffre, Partner, Meiffre Neveu & Co.

### Gamdavee Road.

W. Pendlebury, Asst. Traffic Manager, B. B. & C. I. Railway.

46 Myer, Pensioener.

— R. E. Y. Myer.

— S. E. A. Myer, Sub-Cotton Inspr.

— A. B. F. Myer, Sub-Cotton Inspr.

### Gowalla Tank Road.

41 J. M. Sleater, Resident Engr., B. B. & C. I. R.

— F. W. Sedgwick, Broker.

107 J. Morris, C.E.

— J. Rowe, Rev., Methodist Church.

### Grant Road.

3 W. E. Gordon, Dy. Acctt. General.

4 G. R. Purvis, Merchant.

5 M. Johnson, Asst., Exmr. Ry. Accts.

6 F. Parker, Station-master, B. B. and C. I. Railway.

— C. Tudball, Traffic Supt. do.  
A. J. Crowe, Assist. Accountant,

Chief Engr's Office, G. I. P. R.

8 E. Bapty, Engineer, Bapty Bros.' Flour Mills.

49 J. Arratoon, Teacher, Free Genl. Assembly's Institution.

— T. Carpenter, Supt. Eng., H. M.'s Mint.

113 G. R. Henderson, Melter, H. M.'s Mint.

### Harkness Hill Road, Malabar Hill.

A. H. Hughes, M.D., Presidency Surg., First District.

W. Dymock, Surgeon-Major, Principal Medical Storekeeper.

92 J. Pinkerton, M.D., Surgeon, European General Hospital.

99 M. Balfour, Secy. and Treasurer, Bank of Bombay.

101 G. B. Stacey, Genl. Superintendent, Eastern Telegraph Company.

133 J. W. Orr, Prothonotary, High Court.

### Hornby Row, Fort.

3 C. Maybury, Proprietor, London Hotel.

— R. Weber, Manager, Favre Leuba and Co.

— L. Steffenauer, Watch-maker, do.

— E. Kobler, Assist., Volkart Bros.

5 S. Lee Wood, Agent, Manchester and Bom. Spin. Man. Co. Ltd.

— A. Gillam, Agent, Positive Govt. Security Life Assurance Co., Ltd.

8 Revd. Charles Gilder.

— John Greenwood, Assist., Messrs. Remington and Co.

— Dr. P. F. Gomes, Medical Practitioner.

10 W. Trant, Chief Reporter, *Times of India* Office.

— Alex. Menesse, Freight Broker.

— N. J. P. Warne, Assist. to S. Rose and Co.

- 10 Alex. Lemmon, Signaller, Govt.  
Telegraph Dept.  
56 H. Pring, Engr., Govt. Dockyard.

### Hummum Street, Fort.

- 1 A. D. Smeaton, Head Master, John  
Connon (Scottish) High School  
— W. E. Waite, Senior Apothecary,  
Goculdass Tejpal Hospital.  
F. Soundy, Merchant.  
3 A. B. Easton, Asst., Soundy and Co.  
6 John W. Scott, Broker.  
F. Cottrell, Broker.  
F. D. Freeman, Custom's Salt Dept.  
L. G. Inzoli, Broker.  
A. G. Inzoli, do.  
11 C. E. Mitchel, Merchant.

### Love Lane, Byculla.

- 9 A. Clarke Houston, Principal  
Diocesan High School.  
13 J. Lawrence, M.D.  
14 Th. Murray, Inspector, Customs  
Preventive Service.

### Lower Colaba.

- 1 Grant's Buildings—  
Wm. Nimmo, Assist. Engr. Port  
Trust.  
J. Muirhead, Measurer, Chamber  
of Commerce.  
Wm. George, Foreman Boiler-  
maker, Govt. Dockyard.  
J. W. Fido, Melter, H. M.'s Mint.  
J. Harrington, Measurer, Chamber  
of Commerce.  
2 T. Wood, Book-keeper, Morton and  
Co.  
R. F. Sanders, Engr., Govt. Dock-  
yard.  
G. Beese, Boiler-maker, Govern-  
ment Dockyard.  
R. H. Frost, Accountant, P. W. D.  
J. W. Hepworth, Engineer, Govt.  
Dockyard.  
3 E. W. Flower, House Agent.  
4 Wm. Andeen, Engineer.  
Arthur Ardash, Sub-Insp., Cotton  
Frauds Dept.  
G. Hepworth, Engr., Government  
Dockyard.  
D. Black, Boiler-maker, Govern-  
ment Dockyard.

J. Smeaton, Assist.-Engr. Port  
Trust.

- 2 A. Cumming, Supt. of Accounts,  
Accountant General's Office.  
— W. H. Cumming, Appraiser, Cust-  
om's Dept.  
— A. E. Cumming, Assist. Hearn &  
Cleveland.  
M. Reynolds.  
156 D. H. Glade, Assist., Knoop & Co.  
— E. Boreneman, Assist., Knoop & Co.  
— G. A. Fischer, Assist., Volkart Bros.  
184 J. H. Irvine, H. M.'s Mint.

### Mahaluxmee Road.

- 67 Capt. W. Luckhardt, Acting Dy.  
Assist. Commissary General.  
— Major C. Swinhoe, Acting De-  
puty Assist. Commy. General.  
95 G. Grant, Manager, H. Clason  
and Co.  
— E. Harry, Assist., Agra Bank.  
— D. Mackie, Surgeon-Major.  
— A. Blascheck, Partner, Blascheck  
and Co.  
100 Wilson Bell, Chief Engr., G.I.P.R.

### Marine Lines, Fort.

- 1 Capt. A. G. Spencer, 56th Foot.  
2 Sur.-Major J. G. Asher, 20th N.I.  
— Capt. J. S. Iredell, 20th N.I.  
3 Col. A. W. Lucas, Acting Commis-  
sary General.  
— Col. A. Carnegie, Comdt., 21st N.I.  
4 Major G. L. C. Merewether, R.E.  
— Lieut. R. S. Simpson, 21st N.I.  
5 Surg.-Major W. Davey, 21st N.I.  
6 Lieut. Col. J. Harpur, 21st N.I.  
7 Lieut. F. Stevenson, 8th N.I.  
— Capt. H. T. Bulkley, S.C.  
— Lieut. Warden, 20th N.I.  
8 Major G. B. Crispin, 4th Rifles.  
9 Sub.-Lieut. Leslie, 21st N.I.  
— Lieut. King, 21st N.I.  
10 Capt. C. T. Echalaz, 21st N.I.  
11 Major G. M. Lyons, 21st N.I.  
12 Col. T. Thatcher, Comdt. 20th N.I.  
13 Lt.-Col. W. H. Blowers, 20th N.I.  
— Capt. C. S. Lechmere, 20th N.I.  
14 Sur. Maj. E. H. R. Langley.  
15 Brig. Genl. J. S. Gell.  
16 Comdr. G. T. Robinson, late I.N.  
17 Lieut. C. L. Young, R.E.  
— Capt. E. L. Marryat.

- 17 Lieut. Col. R. White, R.E.  
 18 W. Martin Wood.  
 19 Rev. D. C. Boyd.  
 20 E. M. Fogo, Partner, Remington and Co.  
 — Lieut.-Col. W. A. Baker, Under-Secretary to Govt., P. W. D.  
 21 Rev. A. G. Lewis, Garrison Chaplain.  
 22 Major J. M. Sexton, Asst. Qr.-Mr. General.  
 23 N. R. Oliver, Asst. Collector, Customs and Salt Dept.  
 24 Lieut. W. L. Searle, Dy. Conservator of the Port.  
 25 Major T. Kettlewell, 20th N.I.  
 26 Lieut. F. Beauclerk, R.E.  
 — Capt. J. Becke, 21st N.I.  
 27 G. Sigg, Asst., H. Classon and Co.  
 — C. Jenny, do. do.  
 — O. Berger, do. Volkart Brothers.  
 28 Rev. D. Macpherson.  
 29 J. N. C. Beyts, late I. N., Accountant, H. M.'s Dockyard.

### Marine Street, Fort.

- 2 C. McDonald, Customs Preventive Officer.  
 4 H. Pearson, Storekeeper, Custom House.  
 5 W. S. Stewart, Depy. Supt., Preventive Service.  
 16 John Brown, Contractor.  
 A. Lester, Custodian, Town Hall.

### Mazagon Bridge Road.

- 3 W. H. Hussey, Assist. to the Agent, G. I. P. R.  
 C. W. Park, Revd.  
 S. F. Norris, M. D.  
 7 D. Gordon, Assist. Loco. Supt., G. I. P. R.  
 18 M. McCarthy, Supt., Strangers' Home.  
 19 A. Edginton, Deputy Commr. of Police.  
 — G. A. Summers, Assist. Registrar High Court.  
 20 D. Smith, Capt., Supt., Customs Tobacco Dept.  
 21 R. C. Smith, Proprietor, Smith's Hotel.  
 — S. King, Loco. Dept., G. I. P. R.  
 — Chas. Heintz, Assist., Gaddum & Co.

- 23 Hope Hall Family Hotel—  
 Geo. Atkinson, Sargeant-at-Law,  
 Hon., Acting Judge High Court.  
 E. Schwenkner, German Consul.  
 John Hammet, Insptr. of Machinery.  
 John Hewett, Assist., Wallace & Co.  
 A. F. Morris, Nautical Assist., Harbour Defences  
 W. Morris, Assist., W. Nicol & Co.  
 F. J. A. Hill, Assist., Greaves, Cotton & Co.  
 W. Harrison, Manager, Hope Hall Hotel.  
 J. T. Lindsay, Engineer, Prince's Dock.

### Meadow Street, Fort.

#### West Side.

- 1 R. A. R. Skipsy, Solicitor.  
 2 Thos. Edwards, Gunmaker.  
 2a R. S. Wilson, Acctnt., P. W. Dept.  
 — C. F. Wilson, Clerk, G. I. P. R.  
 — A. M. Mitchel, Acctnt., P. W. Dept.  
 7 H. Dunsford, Condr. Ord. Dept.  
 — Wm. Class, Condr., Ord. Dept.  
 12 Jas. Clarke, Telegraph Master, Govt. Tel. Dept.  
 — Geo. Moore, Signaller, Govt. Tel. Dept.  
 — Edward Wayle, Guard, G. I. P. R.  
 — John Bingham, Clerk, Currency Office.  
 — T. Alexander, Clerk, G. I. P. R.  
 — Ed. Frankenberg, Merchant.  
 13 Ch. Zerrenner, Genl. Comm. Agent.  
 — Ch. A. Stumgof, C. E. & Contractor.  
 15 P. Vuccino, Photographer.  
 26 R. Scobie, Saddler.  
 — M. Dunnett, Saddler.  
 31 Thomas A. Elliot, Sub-Accountant, Chartered Bank.  
 — James West, Sub-Accountant do.  
 — Cecil Gray, Assistant, Ewart, Latham and Co.

#### East Side.

- H. Thorpe, Partner, Thorpe & Co.  
 33 S. d'Esperance, Engraver.  
 — G. Skinderoghlow.  
 — E. E. Martin, Lich.  
 35 G. W. Medley, Custom House Officer.  
 — W. T. H. Brown, Partner, J. S. Elmore & Co.  
 — J. H. Bull.

- 36 J. Cook, Pilot, Dockyard.  
— Rev. C. Jardon,  
39 The Right Rev. Dr. Leo 'Meurin,  
Roman Catholic Bishop of  
Bombay,  
— Rev. G. Waldmann, Secretary, do.  
— Rev. N. Clarke, Asst. Sec., do.  
— Rev. C. Cooke.  
— Very Rev. N. Pagani, Pro-Vicar  
Apostolic.  
J. Dilchneider, Lay Brother.  
40 D. Jolley, Harbour Master.  
— A. Jolley, Assistant, S. Rose & Co.  
42 John Collett, Sub-editor and Man-  
ager, *Bombay Gazette*.  
A. W. Forde, Civil Engineer.

### Middle Colaba.

- 16 W. S. Hatch, Col., Supt. Gun-  
Carriage Factory.  
J. Hill, Acting Supt., Sassoon Dock.  
J. Smith, Engineer.  
19 J. F. Hutchison, Assessor, Muni-  
cipality.  
20 E. C. Cannon, Secy., Govt. Savings  
Bank.  
— J. M. Cannon, Port Trust Office.  
— Geo. Gardiner, Post Office.  
— W. Davies, Pensioner.  
23 J. Smith, Master Pilot.  
24 E. Spinner, Partner, E. Spinner &  
Co.  
30 D. S. Kemp.  
— D. J. Mackey, Revd.  
32 D. Macgregor, Medical Practi-  
tioner.  
W. H. Shead, Traffic Manager,  
Sassoon Dock.  
36 W. Thacker, Manager, Jules Sieg-  
fried and Co.  
37 C. A. Beyts, Broker.  
38 F. Cooper, Engr., Gun-Carriage.  
45 P. Murray, Capt., S.C., Colaba  
Depot.  
— W. Burn, Accountant General's  
Office.  
145 F. C. Lafond, Partner, Lafond  
Brothers.  
— T. E. Lafond, Partner, Lafond  
Brothers.  
143 C. Willmott, Sub-Editor, *Times of  
India*.  
146 E. M. Walton, Surgeon Dentist.  
148 Geo. Ingle, Secy. to the Supt. of  
Marine.  
— W. Wells, Secretariate.

- 149 J. R. Duxbury, Traffic Manager,  
B. B. & C. I. R.  
150 C. Christian, Capt., Assist. Marine  
Storekeeper.  
151 R. J. Sharman, Customs Preven-  
tive Officer.  
— W. Thorley, Customs Preventive  
Officer.  
J. H. Haushere, Asst., Nicol & Co.  
153 W. Maidment, Asst. Secy. to Govt.  
W. R. Maidment, Assist. in the Mi-  
litary Dept., Secretariate.  
154 C. F. H. Johnston, Rev., Chaplain,  
Colaba Dist.

### Military Square, Fort.

- 2 W. A. Hurst, Broker.  
12 W. A. Vitters, Accountant, P. W. D.  
— A. Spilling, Asst., J. Neuberg.  
C. J. R. Williamson, Custom Pre-  
ventive Service.  
11 J. Doughty, Board and Residence  
Keeper.  
— William Ogg, Outfitter.  
— Henry Carrick, Plumber.  
— Charles Humphry, Stevedore.  
— Charles White, H. M. S. Daphne.  
— — Keane, Clerk, Commissariat.  
— F. H. Smith, Nicol and Co.  
— Richardson, Photographer.  
— Robert Faubairn, Civil Engineer.

### Military Store Lane, Fort.

- R. H. Webb, Clerk, Accountant  
General's Office.  
G. Burn, do. do.  
R. M. Cleary, Clerk, Eastern Tele-  
graph Company.

### Mount Nepean Road, Malabar Hill.

- 164 J. A. Bryce, Manager, Wallace  
and Co.  
— H. A. Richardson, Assist., Wallace  
and Co.  
— W. Latham, Broker.  
— E. Comber, Manager, Lyon and Co.  
175 R. E. Bickerdike, Manager, Knoop  
and Co.  
176 Solomon David Sassoon, Partner,  
D. Sassoon and Co.  
F. D. B. usioviac, French Consul.  
178 James Mignon, Govt. Pensioner.



### Mount Pleasant Road, Malabar Hill.

- 115 Roger B. Sedgwick, Partner,  
Killick, Nixon & Co.  
— L. R. W. Forrest, Partner, Killick,  
Nixon & Co.  
124 A. N. Hojel, Surgeon-Major.  
— M. H. Starling, Barrister-at-Law.  
— J. K. Bythell, Partner, Gaddum  
and Co. (Eur. pe.)  
117 D. MacFadyen, Assistant, W.  
Nicol and Co.  
126 D. Finlayson, Agent, Mercantile  
Bank.  
C. J. Groom, Partner, G. Groom  
and Co.  
129 J. Brandenburg, Partner, Bell,  
Brandenburg and Co.  
— O. H. Ruelberg, Manager, Knoop  
and Co. (Europe.)  
E. W. Ravenscroft, Hon., C.S.I.  
168 F. Massotti, Assistant, Knoop and  
Co.  
Dr. Morton.  
169 J. Jefferson Solicitor.  
170 G. A. Kittredge, Partner, Stearns,  
Hobart and Co.  
— Walter Lang, Partner, Finlay,  
Scott and Co.  
— L. L. Hall, Assist., W. Nicol & Co.  
— J. Y. Lang, Partner, Stearns Ho-  
bart and Co. (Europe.)  
171 A. Craigie, Solicitor.  
— F. A. Owen, Solicitor. (Europe.)

### Mount Road, Mazagon.

- F. D. Parker, Assist. P. & O. Office.  
J. Dickson, Manager, E. Bates  
and Co.  
1 J. V. DeQuadros, Bookkeeper, Ralli  
Bros.  
4 C. Poole, Manager, Peel, Cassels  
and Co.  
— F. G. Dumayne, Storekeeper, Port  
Trust.  
6 J. F. Spencer, Clerk, Small Cause  
Court.  
145 J. G. Mitchell, Customs Preventive  
Officer.

### Narayan Daboolker Road, Malabar Hill.

- 139 P. Fachiri, Partner, Ralli Brothers.

- 139 J. Fachiri, Assist., Ralli Brothers.  
— D. Mavrojeni, do. do.  
— A. M. Liffio, do. do.  
141 George Taylor, Barrister-at-Law.  
144 Tyrrell Leith, Barrister-at-Law.  
147 J. L. Symons, Manager, Finlay,  
Muir and Co.  
— A. Arthur, Assistant, Finlay, Muir  
and Co.  
— C. L. Weber, Assistant, Finlay,  
Muir and Co.  
148 C. F. Farran, Barrister-at-Law.  
149 Le Breton, Captain, Examiner of  
Guaranteed Railway Accounts.  
150 George S. Lynch, Solicitor (Europe.)  
— C. Lynch, Solicitor.  
— P. Tobin, Solicitor.  
— F. Y. Smith, Solicitor.  
155 G. A. Maconachie, M.D. Surgeon.

### Nepean Sea Road, Malabar Hill.

- 47 W. G. Hunter, Surg.-Major, Dy.  
Insp. Genl. of Hospitals.  
50 M. C. Perreau, Major, S. C., Offg.  
Presidency Pay Master.  
— S. S. Russel, Assist., Grind'ay,  
Groom and Co.  
— H. D. Pender, Assist., W. Nicol  
and Co.  
56 S. Babington, Captain, S.C., Supt.,  
G. I. P. R. Police.  
58 O. Fiedler, Manager, Gaddum  
and Co.  
— C. T. Meili, Manager, Volkart  
Brothers.  
161 W. G. Hall, Partner, W. Nicol & Co.  
— Hamilton Maxwell, Partner, W.  
Nicol and Co.  
166 H. Cook, Dr., Principal, Grant Med-  
ical College.

### Nesbit Lane, Byculla.

- 14 W. Spencer, Storekeeper, Army  
Clothing Dept.  
J. Donikey, Examiner, Army Clo-  
thing Department.  
18 T. M. Major, Assist. Comr. of Cus-  
toms.  
20 E. J. Smith, Assist., W. Nicol & Co.  
46 J. W. Howell, Court-keeper, Small  
Cause Court.  
55 W. Kay, Surgeon, G. I. P. R.  
58 Sidney Smith, Surgeon to the  
Coroner, &c.

**Nesbit Row, Fort.**

- 2 W. Sinclair, Stevedore.  
T. Thorburn, Pilot.

**New Breach Candy Road.**

- 187 John Dixon, Capt.

**Oak Lane, Fort.**

- 1 W. Briscoe, Condr., Ord. Depart.  
— H. Kennard, Pilot.  
2 William Pearson, Custom House Officer.  
— G. Nicol, Shoemaker and Saddler.  
— R. Lupi, Broker.

**Parell Road.**

- J. Cruddas, Agent, Nicol's Metal Mart, and Manager, Byculla Iron Works.  
J. Sheel, Assist. Manager, Byculla Iron Works.  
C. Stewart, Storekeeper, Nicol's Metal Mart.  
R. Hanasey, Foreman, Byculla Iron Works.  
F. Cadorini, Foreman Smith, Byculla Iron Works.  
A. Muir, Surveyor, Byculla Iron Works.  
3 Wm. Simpson, Partner, Mackinlay, Simpson & Co.  
9 J. Urquhart, Rev.  
— J. Small, Rev.  
D. E. Gostling, C.E.  
E. Minors, Assist. Auditor, G. I. P. R.  
J. Storar, Partner, Storar and Buchanan.  
A. Buchanan, Partner, Storar and Buchanan.  
T. Kealy, Inspector, Cotton Frauds Department.  
Wm. Edington, Acting Assistant Storekeeper.  
C. H. Edington, Audit Office, G. I. P. R.  
W. J. Farrow, Partner, Swift and Farrow.  
W. Watkins, Head Clerk, Army Clothing Office.  
W. J. Wilkinson, Sassoon Silk Mills.  
G. Schmidt, Sassoon Silk Mills.  
J. Walker, Sassoon Mills.

- H. McCormack, Broker.  
27 R. Greaves, Winning Master, Prince of Wales Mills.  
— Thos. Narcross, Manager, Prince of Wales Mills.  
— C. Fraser, Engineer, Prince of Wales Mills.  
29 J. Forward, Machinist, Education Society's Press.  
33 W. S. Roberts, Telegraph-master, Govt. Telegraph.  
C. Banks, Supt., Education Society's Press.  
J. Shepherd, Assist. Supt., Education Society's Press.  
96 J. Connell, Proprietor, Victoria Hotel.  
70 J. S. Knoles, Engineer, Morarjee Goculdass Spinning Company.  
144 J. Morris, Jeweller.

**Rampart Row, Fort.****East Side.**

- D. B. Cromartie, Asst. Supt., Govt. Telegraph Office.  
F. Kerrsman, Assist. Supt., Govt. Telegraph Office.  
C. A. Stuart, Postmaster.  
V. M. Cabral, Deputy Postmaster.  
14 W. C. Taylor, in charge Fort Branch, Treacher & Co. Limited.  
— M. Rennard, Asst., do.  
15 Leo. Dauré, Accountant, French Bank.  
— E. C. Monod, Deputy Accountant, French Bank.  
16 Bombay Club—  
C. W. Prescott, Solicitor.  
J. Westall, Broker.  
Dr. D. K. McKinnon.  
W. Murray, Asst., Graham & Co.  
C. P. Whitcombe, Assist. Loco. Supt., B. B. and C. I. Railway.  
J. M. Sleater, Resident Engr., B. B. & C. I. Railway.  
G. P. Robinson.  
T. R. Booth, Merchant.  
W. Gill, Barrister-at-Law.  
19 A. P. de Saone, Partner, G. Lockhart and Co.  
— J. Poutz, Assistant, do.  
— J. M. Grigor, Accountant, Hongkong and Shanghai Bank.  
20 Wm. A. Baker, Manager, National Bank.

- 20 Watson's Hotel--  
 Geo. S. Paffard, P. and O. Office.  
 E. Browning, Barrister-at-Law.  
 D. E. Owen, Partner, Owen & Okell.  
 E. Honegger, Manager, Emil  
 Spinner & Co.  
 C. Smale, Solicitor.  
 E. Kappler, Assist., Volkart Bros.

### West Side.

- 1 A. J. Macdonald, Partner, Sir C.  
 Forbes and Co.  
 — W. T. Crockett, Manager, Sir C.  
 Forbes and Co.  
 — T. L. F. Beaumont, Assist., Sir  
 Charles Forbes and Co.  
 4 — Blackwell, Cotton Inspector.  
 H. Gamble, Official Assinee.  
 J. Cornwall, Supt., Travelling Post  
 Office.  
 C. Lawder, Assist. Supt., Travelling  
 Post Office.  
 6 G. E. Young, Manager, Wheatley  
 Madden and Co.  
 — A. Ellis, Assist., G. I. P. Railway  
 Agent's Office.  
 — G. B. Thomson, Chemist.  
 12 The Waverly Hotel—  
 H. S. Rowell, Proprietor, Waverly  
 Hotel.  
 Dr. E. P. Sharp, Harbour Surg.  
 F. W. Whitehead, Reporter,  
*Bombay Gazette*.  
 A. Maclean, Assistant Goods  
 Agent, P. and O. Co.  
 L. uis Frank, Artist.  
 F. T. Atkins.  
 Capt. J. Jackson, Barrack-  
 master.  
 Max. Breslaner, Merchant.  
 Captain F. Blackmore, Surveyor of  
 Vessels, Remington and Co.  
 13 Thomas Lang, Secretary, Standard  
 Life Assurance Company.  
 — James Wallace, Acting Sub-Agent,  
 C. B. of I. A. and China.  
 F. W. J. Vining, Assistant to  
 Thacker, Vining and Co.  
 12 E. Hall, Assist., do.  
 11 Walter L. Lloyd, Operator, Bourne  
 and Shepherd.  
 — Walter William Baker, do.  
 — Edward Buckley, Manager, do.  
 9 F. Asquith, Partner, Asquith & Co.  
 — J. F. Hoar, Partner, Asquith & Co.  
 — W. T. Lord, Assist., Asquith & Co.  
 A. Murray, Assist., Asquith & Co.

- 7 W. S. D. Blackhall, Manager, Agra  
 Bank.

- 13 Wm. Gilbert, Manager, Aldridge  
 Salmon and Co.

- 7a Dr. Campbell, Royal Navy.

- J. J. L. Davis, Surgeon Dentist.

- 15 Dr. G. W. Cline, Assistant Commis-  
 sioner of Paper Currency.

- 19 James Richards on, Propriet r,  
 Commercial Rooms.

- 20 M. Fischer, Proprietor, Photo-  
 graphie Parisienne.

- 21 Oriental Bank—

D. Sinclair, Acting Acc untant.

J. Hay, Sub-Accountant.

A. Simpson, Assistant Act.

E. L. Barton, do. do.

W. G. Smyth n, do. do.

- 23 O. S. Padruza, Professor of Foreign  
 Languages.

- 25 Taylor's Hotel.

James Elliott, Asst., Graham & Co.

D. Nicholson.

R. Bell, Acting Sub-Agent, Oriental

Bank.

George Taylor, Civil Engineer.

### Tamarind Lane, Fort.

- 2 F. H. Britto, Clerk, High Court.

- 5 M. Roonan, Cotton Broker.

- A. H. de Britto, Commercial Agent  
 to the Goa Government.

- T. A. Downs, Preventive Officer.

- F. de Nazareth, Latin and French  
 Teacher.

J. Edwards, Merchant.

- 6 William Pead, Pilot.

### Tardeo Road.

Henry Pootill, Engineer, Oriental  
 Mills.

- 31 J. J. Barrett, Engineer, Bombay S.  
 Mills.

- 71 H. Winckler, Cotton Frauds Dept.

- T. Quanborough, Clerk, P. W. D.,

- 72 John Holden, Weaving Master,  
 Jewraj Balloo Mills.

### Tarwady Road, Malabar Hill.

- 152 A. Johnstone, Supt., B. I. S. N. C.

- 176 Pryce Weedon, Manager, Grindlay,  
 Groom and Co.

- 179 Alex. McHinch, Manager, W. Nicol and Co.  
 180 R. D. Cairns, Acting Agent, Oriental Bank.  
 — R. Bell, Sub-Agent, Oriental Bank.  
 181 H. F. Hancock, Colonel, R. E., Consulting Engr. to Govt., Ry. Department.  
 — J. Gibbs, Hon., Member of Council.  
 — C. G. Kembhall, Hon'ble, Judge, High Court.  
 183 L. H. Bayley, Hon'ble, Judge, High Court.  
 184 H. L. Wright, Assist. Commissioner of Customs.  
 H. W. Payne, Solicitor.  
 209 W. M. Macaulay, Manager, W. Nicol and Co.  
 210 Basil Lang, Barrister-at-Law.

### The "Bridge," Malabar Hill.

- 102 T. W. Wood, Chief Accountant, B. B. & C. I. Railway.  
 103 G. Manson, Secretary, Port Trust Office.  
 109 J. Douglas, Broker.  
 111 L. Fletcher, Solicitor.  
 112 W. J. Best, Broker.  
 113 G. H. Farran, Barrister-at-Law.  
 — John Croft, Assist., Graham & Co.  
 116 Donald Graham, Partner, Graham and Co.  
 — T. M. Filgate, Inspector-General of Registration and Stamps.  
 116 C. Macdonald, Partner, Macdonald and Co.  
 117 J. A. Cassels, Assist., Peel Cassels and Co.  
 — J. G. Russell, Partner, Benn Ashley and Co.  
 118 J. Rich, Broker.  
 — E. C. Rich, Assist., Agra Bank.  
 119 J. Roux, Manager, Vinay and Co.  
 211 W. E. Hart, Barrister-at-Law.  
 W. Thom, Surg. Genl., Indian Medical Service.  
 214 Sir M. R. Westropp, Hon'ble Chief Justice of Bombay.  
 215 A. B. Portman, Captain, Supt., B.B. and C. I. Railway Police.  
 — Sir F. H. Souter, C.S.I., Commissioner of Police.  
 216 W. G. Pedder, C.S., Municipal Commissioner. (Europe.)  
 — J. Q. Pigot, Barrister-at-Law.

- 216 A. C. Trevor, Acting Deputy Commr. of Customs.  
 217 — Gray, Surg., B. B. and C. I. R.

### Upper Colaba.

- 10 W. Pirrie, Supt., New Colaba Co.'s Mills.  
 47 O. Codrington, Surg.-Major, Surg. in charge Colaba Sanatorium.  
 48 C. E. Layard, Capt., Commandant Colaba Depot.  
 50 J. Galbraith, Major, 66th Regt.  
 51 J. Quarry, Capt., 66th Regt.  
 — W. R. berts, Lieut., 66th Regt.  
 — J. C. M. Pigott, Lieut., 66th Regt.  
 52 H. S. Hassard, Lieut., 66th Regt.  
 55 J. Henley, Capt., 66th Regt.  
 56 F. M. C. Bruce, Lieut., 66th Regt.  
 77 J. C. Gainher, Schoolmaster.  
 82 J. Saunders, Capt. R. A.  
 85 F. W. Bond, Col., Commanding R. A.  
 90 H. W. Stockley, Major, R. A.  
 91 G. R. Townshend, Lieut., R. A.  
 92 J. Land, Surg. Major, R. A.  
 93 C. Longridge, Lieut., R. A.  
 P. Murphy, Surg., Supt. Lunatic Asylum.  
 97 J. Day, Capt., R. A.  
 99 S. B. Maynard, Manager, Watson & Co.  
 100 P. Lyons, H. M.'s Mint.  
 101 W. Corko, First Assist. Master Attendant.  
 108 E. A. Bayley, Undertaker and Sculptor.

### Walkeshwur Road.

- W. F. Melvin, Head Master, General Assembly's Institute.  
 31 William Loudon, Administrator-General.  
 — Lestock Reid, Commr. of Customs.  
 70 Col M. W. Willoughby, Assist. Commry.-General.

### Walpakady, Mazagon.

- D. Holden, Telegraph Supt., G. I. P. R.  
 J. N. Hokin, Clerk, Genl. Traffic Manager's Office, G. I. P. R.

### Warden Road, Cumballa Hill.

- 43 J. A. M. Macdonald, Col., Secy. to Govt., Military Dept.  
 H. Cleveland, Solicitor.  
 H. J. Blanc, Surgeon-Major, Senior Surgeon Sir J. J. Hospital.  
 J. Adam, P. W. Department.  
 J. M. Campbell, Secretariate.  
 A. T. Mackenzie, Assist., Graham and Co.  
 J. H. Crawley Boevey, Solicitor.  
 F. Y. Smith, Solicitor.  
 R. S. Campbell, Assistant, Graham and Co.  
 82 S. Jackson, Loco. Supt., G. I. P. R.  
 — H. I. P. Thomson, Secretary to Agent G. I. P. Railway.  
 — G. A. Barnett, Auditor, G. I. P. R.  
 M. Melvill, Hon., Judge, High Court.  
 Sir Chas. Sargent, Hon'ble, Judge High Court.  
 C. Gonne, Secy. to Govt., Pol. Dept.  
 W. Wordsworth, Principal, Elphinstone College.  
 H. Curwen, Assist. Editor, *Times of India*.  
 J. Marriott, Hon'ble, Acting Advocate General.  
 J. Macpherson, Clerk of the Crown.  
 87 J. Macfarlane, Solicitor.  
 — C. B. Braham, Acting Ex. Engineer, Bombay Municipality.

- 87 G. F. Mushett, C.E.  
 91 A. F. Turner, Solicitor.  
 — J. Ryan, Senior Traffic Manager, Port Trust.  
 — J. Ryan, Junior, Broker.  
 — P. Ryan, Asst. Secy. to Govt.  
 T. W. Pearson, Assist. to Chief Engineer, G. I. P. R.  
 96 R. V. Hearn, Government Solicitor.  
 E. Miller, Partner, Macdonald and Co.  
 H. Conder, Traffic Manager, G. I. P. Railway.

### Wilderness Mount Road.

- 104 F. Mathew, C.E., Chief Engr., B. B. & C. I. Railway.  
 107 M. Mowat, Partner, Ritchie, Steuart and Co.  
 108 A. Renaud, Manager, French Bank.  
 135 Frank Chalk, Solicitor.

### Wilderness Road, Malabar Hill.

- 94 T. C. Glover, Engineer.  
 Rienzi Walton, Municipal Ex. Engineer.  
 S. L. Blanchard, Barrister-at-Law.  
 98 J. M. Maclean, Proprietor and Editor, *Bombay Gazette*.

# Miscellaneous Professions and Trades.

## ACTUARY AND RECOVERER OF INSURANCE CLAIMS.

Slater, D. McLauchlan, F. I. A., Faculty Great Britain and Ireland; 9, Elphinstone Circle.

## AGENTS.

Campbell, Mitchell and Co., for Lloyd's, Grant Bros., Liverpool; Hummum Street.

Curraee (N. V.) and Co., for Ocean Express, London; Anglo-American and Canadian Express, London and Liverpool; Foreign Parcel Express Co., London; The American and Foreign Parcel Express, London and Liverpool; The Atlas Parcel Express, Liverpool and Glasgow; The Foreign Parcel Express, London and Liverpool; The American European and General Foreign Express, Liverpool; Richardson and Co., London; Hobson and Sons, London and Woolwich; and J. and W. Tolley, Gunmakers, Birmingham; Elphinstone Circle.

Davies, W. H., for Tudor Company and Government Ice Houses, Apollo Street.

Dixon, Capt. J., for the Bureau Veritas, American Lloyd's, Apollo Street.

Forbes and Co., for James Aitken and Co., Bombay Green.

Framjee, Sands and Co., for the Ceylon Government, Nesbit Lane, Fort.

Grindlay, Groom and Co., East India and Regimental Agents, Elphinstone Circle.

Janni, Joseph, for Austro-Hungarian Lloyd's, Elphinstone Circle.

King, King and Co., for Henry S. King and Co., London, East India Army and Civil Service Agents, and Bankers, Church Lane.

Lyon and Co., for Bass and Co.; Apollo Street.

Mitchell, C. E. and Co., for the Oriental and American Telegram Co., Ltd., Hummum Street.

Rogers and Co., for Harper, Boulton and Co., London, Wine Merchants; Hayward, Tyler and Co., Sodawater Machine Makers, London; and Calvert and Co., Manchester, Carbolic Acid and Disinfecting Powder Manufacturers; P. Harrower, Glasgow, Wine Merchants, R. P. Atkins and Co., and Bolton Son and Co., Forwarding Agents; Forbes Street.

Treacher and Co., for M. B. Foster and Sons, London, Bottlers of Beer, Stout, and Cider; Perrier, Jonet and Co., Wine Merchants; McDougall Bros., Carbolic Acid and Disinfecting Powder Manufacturers; Rampart Row.

Watson (William) and Co., Army and Civil Agents, Apollo Street.

Wheatley, Madden and Co., Shipping Agents, Elphinstone Circle.

## ARCHITECTS, BUILDERS, AND CIVIL ENGINEERS.

Drury, C. Chinchpoogly.

Glover and Co., Nesbit Lane, Byculla.

Gostling, C. E., Meadow Street.

Harper, W., Colaba

Johnstone, W. B., Grant Road.

K. Janardhun, Apollo Street.

Molecey, G. T., Chinchpoogly Hill.

Morris, James, C. E., Dean Lane.

Nusserwanjee Chandabhoj, Elphinstone Circle.

Scott, McClelland and Co., Elphinstone Circle.

## ATTORNEYS, SOLICITORS, AND PROCTORS.

Ardesseer Framjee, Apollo Street.

Balcrishna Vassodeo Narayan Kritikar, Meadow Street.

Bhugvandas Muumohundas, Meadow Street.

Bicknell, Howard, Hummum Street

Chalk and Turner, Church Gate Street

Craigie, Lynch, and Owen, Apollo Street.

Crawford and Boevey, Rampart Row.

Fletcher and Smith, Rampart Row.

Hearn and Cleveland, Rampart Row.

Jamsetjee Cursetjee Cama, Meadow Street.

Janardhan and Ghandibhoy, Oak Lane.

Jefferson and Payne, Apollo Street.

Judge, G. S., Meadow Street.

Khunderao Morojee, Meadow Street.

Lynch and Tobin, Church Lane.

Macfarlane, John, Bakehouse Lane.

Mirza Hooseinkhan, Apollo Street.

Muljee and Bomanjee, Forbes Street.

Munsooklall Muggutlall Moonshree,

Apollo Street.

Nanu Narrayena Kothare, Meadow

Street.

Pestonjee Cowasjee, Apollo Street.

Prescot and Winter, Meadow Street.

Rimington, Hore, and Langley, Apollo

Street.

Shamrao Pandoorang, Forbes Street.

Shapoorjee and Thakurdas, Apollo

Street.

Skipsey, R. A. R., Forbes Street.

Smale, Clement, Nesbit Lane.

Tyabjee & Co., Forbes Street.

Venayekrao Hurrychund, Hanuman

Street.

#### AUCTIONEERS AND COMMISSION SALE ROOMS.

Bennett and Co., Forbes Street.

Crawford and Co., Marine Street.

Dinshaw Hormusjee and Co., Meadow

Street.

Jehangir Hormusjee and Co., Apollo St.

Mehrjee, Johnston and Co., Apollo St.

Menesse and Co., Humnum Street.

Nusserwanjee, Calliandas and Co.,

Military Square.

Sadanund Shricristnajee and Co.,

Forbes Street.

Sorabjee Cowasjee and Co., Apollo

Street.

#### AVERAGE STATERS.

Lidbetter, Thomas, Associate of the

Average Adjusters Association of

Great Britain, Apollo Street.

Mackintosh (Jas.) and Co., Elphinstone

Circle.

#### BARRISTERS-AT-LAW.

Abbas S. Tyabjee, Forbes Street.

Ardeshir B. Kapadia, Meadow Street.

Atkinson, George, B.A., Serjeant-at-

Law, Acting Judge, High Court.

Bal Mangesh Wagle, M.A., LL.B.,

Apollo Street.

Branson, R., Meadow Street.

Browning, William E., Apollo Street.

Dadabhoy Dossabhoy Cama, Borah

Bazaar Street.

Farran, G. H., M.A., High Court.

Fox, Stephen Newcome, B.A., Marine

Street.

Framjee Rustumiee Vicajee, B.A.,

LL.B., Forbes Street.

Gill, Wm., Apollo Street.

Hart, W. E., B.A., High Court.

Inverarity, John Duncan, B.A., LL.B.,

High Court.

Jackson, C. W. L., B.A., High Court.

Jardine, James, M.A., Marine Street.

Kashinath Trimbuck Telang, LL.B.,

Forbes Street.

Kavanagh, M.D., Dr., Forbes Street.

Kirkpatrick, H. C., M.A., Marine Street.

Lang, Basil, High Court.

Latham, F. L. (Europe.)

Leith, E. Tyrrel, Forbes Street.

Macpherson, John, B.A., High Court.

Marriott, John, *The Hon.*, Acting Ad-

vocate-General, High Court.

Mayhew, C. J., Apollo Street.

Pherozshah Merwanjee Mehta, Apollo

Street.

Pigot, Jones Q., B.A., Apollo Street.

Pullen, J. W., B.A., Apollo Street.

Purcell, H. F., B.A., Apollo Street.

Scoble, A. R., *The Hon.*, Advocate-

General. (Europe.)

Starling, Mathew, B.A., LL.B., Apollo

Street.

S. V. Dhurandhar, Forbes Street.

Taylor, George.

Turner, C. A., Apollo Street.

Tyabjee, B., Forbes Street.

Webb, William Charles, Forbes Street.

#### BOOK-SELLERS.

Atmaram Sagoon and Co., Kalbadavie

Road.

Bible Society, Esplanade Piquet Road.

Cooper and Co., Meadow Street.

Dorabjee Jamsetjee and Co., Kalba-

davie Road.

Furtado, B. F. X., Catholic Book-seller,

Kalbadavie Road.

Gopal Narayan & Co., Kalbadavie Road.

Hormusjee Sorabjee, Meadow Street.

Dépôt of Society for Promoting Chris-

tian Knowledge, Meadow Street.

Thacker, Vining and Co., Importers of

Scientific Instruments, &c., Rampart

Row.

Tract and Book Society, Esplanade.

**BOOT AND SHOE MAKERS.**

Edelstein, E., Meadow Street.  
Morton (M.) and Co., Meadow Street.  
Nicol (G.) and Co., Meadow Street.  
Scobie (R.) & Co., Rampart Row.

**CARD AND COPPER-PLATE PRINTERS.**

*Bombay Gazette* Steam Press, Meadow Street.  
Education Society's Press, Byculla.  
Esperance, S.D., Meadow Street  
*Times of India* Press, Church Street.

**CHEMISTS AND DRUGGISTS.**

Edmonds and Co., Mazagon.  
Fernandes (D.) and Co., 9, Meadow Street.

Kemp (D.S.) and Co., Elphinstone Circle, Fort; The "Ridge," Malabar Hill; and Bellasis Road, Byculla.  
Madon (M. B.) and Co., Joorna Masjid Road, Baharkote.

Rodrigues, B., Meadow Street.  
Rogers and Co., Forbes Street.  
Thomson, Taylor and Co., Rampart Row, Fort; and Kalbadavie Road.  
Treacher and Co., Rampart Row, Fort; and Bellasis Road, Byculla.

**CHURCHES AND CHAPELS.**

Baptist Church, Byculla.  
Cathedral, The, Church Gate Street, Fort.

Christ Church, Byculla.  
Convent (Roman Catholic), Dolker or Bunder Road, Mazagon; and Meadow Street, Fort.

Free Church of Scotland, Piquet Road, Esplanade.

Methodist Episcopal Church, Falkland Road.

Mission Church, Girgaum.  
St. Andrew's Church, Apollo Street.  
St. John's Church, Colaba.  
St. Paul's Church, Kamateepoora.  
St. Peter's Church, Mazagon.  
St. Peter's Armenian Church, Meadow Street.

**COACH-BUILDERS.**

Antone, D., Girgaum Road.  
Byramjee Jewanjee and Co., Girgaum Road.  
Byramjee Manockjee, Girgaum Road.

Collett and Co., Girgaum Coach Works, Breach Candy Road.  
Dadabhoy Bomanjee, 392, Girgaum, Breach Candy Road.

Dadabhoy Cowasjee, Kalbadavie Road.  
DeSouza (A. J.) and Co., Mody Bay, Fort.

Hariba Gunesh and Brothers, Girgaum Road.

Lawrence and Co., Girgaum Road.  
Pallonjee Bomonjee, Esplanade Piquet Road.

Rodrigues, J. L., Girgaum Road.  
Rodrigues, J. M., Girgaum Road.

**COAL BROKERS.**

Flanagan and Currumsey, Bombay Green.

Hurst, W. A., Church Gate Street.  
Menese, A., Hummum Street.  
Rustomjee Sorabjee, Apollo Street.  
Ryan (F.) & Co., Elphinstone Circle.

**COMMISSION STABLES.**

Nowrojee Bazonjee Fakeerjee, Girgaum Road.

Nowrojee Nusserwanjee, Bellasis Junction Road.

Scott and Co., Veterinary Surgeons, Girgaum Road.

Steppens (C.) and Sons, Girgaum Road.

**COTTON AND PRODUCE AGENTS.**

Booth, E., Church Lane.  
Lupi (B.) and Co., Hummum Street.  
Mackintosh (Jas.) and Co., Elphinstone Circle.

Mofussil Company, Elphinstone Circle.  
New Berar Company, Rampart Row.  
Scott, John W., Elphinstone Circle.

**DENTISTS.**

Cursetjee Framjee Khory, G.S.M.C., M.R.C.S., Rampart Row.  
Davis, J. J. L., Rampart Row.  
Seervai, F. B., Hornby Row.  
Walton, E. M., 12, Rampart Row.

**DRAPERS AND SILK-MERCERS.**

(See Tailors, &c.)

**DUBASHES.**

Byramjee Muncherjee, Bakehouse Lane.  
Byramjee Pestonjee, Marine Street.  
Cowasjee Dinshaw, Apollo Street.  
Cowasjee Jamsetjee, Apollo Street.  
Cowasjee and Manockjee, Meadow Street.



**Cowanjee and Nusserwanjee Military Square.**

**Cursetjee and Eduljee, Rampart Row.**  
**Cursetjee Muncherjee's Sons, Apollo Street.**

**Dadabhoy Hormusjee, Borah Bazaar.**  
**Eduljee Ookerjee Cassinath, Oak Lane.**  
**Eduljee Rustomjee, Oak Lane.**  
**Framjee Nusserwanjee and Co., Marine Street.**

**Hormusjee Jamsetjee, Borah Bazaar.**  
**Jamsetjee Jehanghirjee, English Hotel Lane.**

**Merwanjee Nusserwanjee, Nesbit Lane.**  
**Nanabhoy and Sorabjee, Nesbit Lane.**  
**Pallonjee Framjee, Tamarind Lane.**  
**Pestonjee Hormusjee and Sons, Apollo Street.**

**Ruttonjee Bomanjee and Co., Rampart Row.**

**Sorabjee and Pestonjee, Rampart Row.**

#### ENGRAVERS ON WOOD.

**Sir J. Jejeebhoy School of Art, Esplanade.**

**Jejeebhoy Nusserwanjee Kharegat, Trinity Church Lane, Dhobi Talao.**

#### EXCHANGE BROKERS.

**Benn and Baker, Rampart Row.**  
**Best and Morrison, Rampart Row.**  
**Bromley, Thomas, Elphinstone Circle.**  
**Brown, Forrest L., Elphinstone Circle.**  
**Cummulsey Premjee, Oak Lane.**

**Douglas, James.**

**Hay, Andrew, Rampart Row.**

**Hurst, W. A., Church Street.**

**John, Harry, Church Lane.**

**Latham, W., Rampart Row.**

**Marval, F. C.**

**Merwanjee and Byramjee.**

**Nusserwanjee and Framjee, Apollo Street.**

**Rich, J., 17, Church Gate Street.**

**Robinson, G. P., Elphinstone Circle.**

**Scott, J. W., Elphinstone Circle.**

**Sedgwick, F. W., Elphinstone Circle.**

**Thomson and Westall, Elphinstone Circle.**

**Westlake, John, Rampart Row.**

#### FREIGHT BROKERS.

**Enderjee Gulabchand, Bombay Green.**

**Hergoven Jeewan**

**Jeewan Ramjee, Bombay Green.**

**Lukmidas Veerjee.**

**Mackintosh (Jas.) and Co., Elphinstone Circle.**

**McCulloch, Beyts and Co., Church Gate Street.**

**Mooljee Anundjee, Bazaar Gate Street.**

**Naranjee Golabchand, Bombay Green.**

**Nathoo Soonderjee, Bombay Green.**

**Pittamber Laljee, Bombay Green.**

**Ruttansee Mooljee.**

**Scott, J. W., Elphinstone Circle.**

**Sobagchand Galalchand.**

#### FURNITURE DEALERS.

**Coobare Dulcha and Co., Kalbadavie Road.**

**Deschamps and Co., Parsee Bazaar Street, Fort.**

**Jaffer Sulliman, Humnum Street and Girgaum.**

**Jamsetjee Nowrojee, Kalbadavie Road.**

**Jan Mahomed, Kalbadavie Road.**

**Ludha Ebram and Co., Bellasis Road.**

**Nathoo Ebram, Kalbadavie Road.**

**Nooramohomed Sullimon, Byculla.**

**Oosman Allaruckia and Co., Meadow Street; and Clare Road, Byculla.**

**Peeroo Veerjee, Chuckla Street.**

**Rahimtoola Sulliman, Byculla.**

**Somjee Parpia, Byculla.**

**Watson and Co., Church Gate Street.**

#### GUN-SMITHS.

**Edwards, T., Meadow Street.**

**Laing, A., Meadow Street.**

#### HAIR-DRESSERS.

**Paul Möwis, Proprietor, "The Burlington," Church Gate Street.**

**J. Farbstein, Warsaw Hair-Cutting Saloon, Elphinstone Circle.**

#### LANDING AND SHIPPING COMPANIES.

**Curraee (N. V.) and Co., Elphinstone Circle.**

**Purvis's Agency, Elphinstone Circle.**

**Watson (W.) and Co., Apollo Street.**

**Wheatley, Madden and Co., Elphinstone Circle.**

#### HORSE-DEALERS.

**Alli Abdoola, Bellasis Road, Byculla.**

**Bombay and Mofussil Horse Supplying Co., Meadow Street.**

**Nowrojee Bezonjee Fakeerjee, 45, Girgaum Road.**

**Suntookjee Sorabjee Suntookjee and Co., New Sonapore Lane.**

#### HOTELS.

**Adelphi Hotel, Clare Road, Byculla.**

**Adelphi Family Hotel**, Clare Road, Byculla.

**Auckland Hotel**, Clare Road, Byculla.

**Byculla Hotel**, Byculla.

**English Hotel**, Apollo Street.

**Esplanade Hotel**, Esplanade.

**Fitzgerald Hotel**, Farell Road.

**Hope Hall Hotel**, Mazagon.

**Imperial Hotel**, Nesbit Lane, Fort.

**Malabar Family Hotel**, Breach Candy.

**Prince of Wales Hotel**, Marine Street.

**Royal Hotel**, Tamarind Lane, Fort.

**Smith's Private Hotel**, Mazagon.

**Taylor's Private Hotel**, Rampart Row.

**Victoria Hotel**, Esplanade.

**Waverley Hotel**, Rampart Row.

**HOUSE AGENTS.**

**Flower, E. W.**, Hummum Street.

**P. Byramjee**, Meadow Street

**E. Kohlajee & Co.**, Meadow Street.

**ICE-CONFECTIONERS.**

**Apollo Refreshment Rooms**, Apollo Bunder

**Divan Exchange**, 5, Apollo Street.

**Morenas and Co.**, Meadow Street.

**Oriental Exchange**, Apollo Street.

**Pearse, J.**, Apollo Street.

**INSURANCE OFFICES.**

**Alliance British and Foreign Life and Fire Assurance Company**, Elphinstone Circle.

**Amicable Insurance Company**, Elphinstone Circle.

**Anglo-Indian Insurance Company**, Limited, Elphinstone Circle.

**Batavia Marine and Fire Insurance Company**, Rampart Row.

**Bengal Insurance Company**, Elphinstone Circle.

**Bombay Fire Insurance Company**, Limited, Bombay Green.

**Bombay Insurance Company**, Bombay Green.

**Bombay Insurance Society**, Elphinstone Circle.

**Bombay Native Insurance Company**, Church Gate Street.

**Campagne Lyonnaise D'Assurance Maritimes**, Rampart Row.

**Canton Insurance Office**, Elphinstone Circle.

**China Traders' Insurance Company**, Limited, Church Lane.

**China and Japan Marine Insurance Company**, Rampart Row.

**Church of England Assurance Institution**, Elphinstone Circle.

**City of Glasgow Life Assurance Company**, Elphinstone Circle.

**Commercial Union Assurance Company, Limited**, Forbes Street.

**Constituent Insurance Company**, Bombay Green.

**Eastern Marine Insurance Company of Bombay**, Elphinstone Circle.

**Globe Marine Insurance Company**, Limited, Elphinstone Circle.

**Great Britain Mutual Life Assurance Society**, Rampart Row.

**Indian Life Assurance Company**, Rampart Row.

**Italian Marine Insurance Company**, Hummum Street.

**La Neuchateloise Marine Insurance Company**, Rampart Row.

**Liverpool and Bombay Traders' Insurance Company**, Church Lane.

**Liverpool Under-Writers' Association**, Hummum Street.

**London Assurance Corporation for Life and Marine Insurance**, Church Lane.

**London and Lancashire Fire Insurance Company**, Rampart Row.

**London and Lancashire Life Assurance Company**, Meadow Street.

**London and Provincial Marine Insurance Company**, Bombay Green.

**Manchester Fire Assurance Company**, Rampart Row.

**Merchants Marine Insurance Company**, Limited, Forbes Street.

**National Marine Insurance Company of Southern Australia**, Meadow St.

**Phoenix Fire Insurance Company**, Meadow Street.

**Positive Government Security Life Assurance Company, Limited**, Hornby Row.

**Registro-Italiano**, Genoa, Hummum Street.

**Rhein-Westphalischer-Lloyd Marine Insurance Company**, Rampart Row.

**Royal Exchange Assurance Corporation of Marine and Fire**, Elphinstone Circle.

**Royal Insurance Company**, Hummum Street.

**Samarang Marine and Fire Insurance Company**, Rampart Row.

**Scottish Imperial Insurance Company of Fire, Life, and Annuities**, Forbes Street.

Scottish and Commercial Fire and Life Insurance Company, Parsee Bazaar Street.  
 South Australian Insurance Company, Adelaide, Rampart Row.  
 Sun Fire Office, Elphinstone Circle.  
 Swiss Lloyd Transport Marine Insurance Company, Rampart Row.  
 Transatlantische Fire Insurance Company, Rampart Row.  
 Trident Marine Insurance Company, Limited, Forbes Street.  
 Universal Life Assurance Society, Bombay Green.  
 Union Insurance Society of Canton, Bombay Green.  
 Union Marine Insurance Company, Limited, London and Liverpool, Elphinstone Circle.  
 Victoria Insurance Company, Church Lane.

#### IRON-MONGERS, FOUNDERS, ETC.

Eduljee Shapoorjee, Napier Foundry, Foras Road, Byculla.  
 Fraser and Miller, Carnac Bunder.  
 Nicol (W.) and Co.'s Iron Foundry, Byculla.  
 Richardson and Co., Nesbit Lane, Byculla.  
 Scott (James) & Co., Chinchpooogly.  
 Sorabjee Shapoorjee and Co., Bombay Foundry, Khetwady.

#### JEWELLERS.

Cursetjee Cowasjee, Meadow Street.  
 Favre, Leuba and Co., Rampart Row.  
 Hamilton and Co., Rampart Row.  
 Marks (C.) and Co., Hummum Street.  
 Treacher and Co., Rampart Row, and Byculla.  
 Watson and Co., Church Gate Street.

#### LIVERY STABLE-KEEPERS.

Burrows, J. J., Military Square.  
 Dadabhoy Bomanjee, 392, Girgaum, Breach Candy Road.  
 DeSouza, J. F. D., 30, Middle Colaba.  
 Jamsetjee Camajee, Kalbadavie Road.  
 Lafond Brothers, 142, Middle Colaba.  
 Nusserwanjee Heerjee, 202, Girgaum, Breach Candy Road.  
 Pestonjee Eduljee Shroff, Kalbadavie Road.  
 Rustumjee Nowrojee, Kalbadavie Road.  
 Ruttonjee Cowasjee, 301, Girgaum, Breach Candy Road.  
 Ruttonjee Rustumjee, Kalbadavie Road.

#### MARINE SURVEYORS.

Blackmore, F., Elphinstone Circle.  
 Dixon, J., Apollo Street.

#### MESS AGENTS.

Bolton and Co., Elphinstone Circle; and Bellasis Road, Byculla.  
 Burjorjee Rustumjee Bottlewalla, 49, Borah Bazaar.  
 Cutler, Palmer and Co., Dean Lane.  
 Eduljee Cursetjee Boyce, Nesbit Lane.  
 Eduljee Nusserwanjee Colabawalla, Apollo Street.  
 Eduljee Pallonjee Bottlewalla, Bazaar Street.  
 Framjee Nowrojee, Forbes Street.  
 Jamsetjee Framjee, Borah Bazaar.  
 Jeevunjee Eduljee's Sons, Forbes Street.  
 Jewajee Ruttonjee's Sons, Apollo Street.  
 Mehrjee, Johnston and Co., Apollo Street.  
 Muncherjee Eduljee, Meadow Street.  
 Pallonjee Heerjeebhoy's Sons, 30, Meadow Street.  
 Treacher and Co., Rampart Row and Byculla.

#### MILLINERS AND DRESS-MAKERS.

Aux Villes de France, Hummum Street.  
 Burjorjee Nusserwanjee, Meadow St.  
 D. Cursetjee, Meadow Street.  
 De Baldie, Madame, Bellasis Road.  
 Dorabjee Cooverjee Majoo, Meadow Street.  
 Essubjee Adumjee, Meadow Street.  
 Hunt, Mrs., Church Gate Street and Hornby Row Street.  
 Lake, Mrs., Church Gate Street, Fort.  
 Mahomed Abdool Latiff, Meadow St.  
 Medley, Mrs., Meadow Street.  
 Meeajee Ahmedbhoy's Sons, Meadow Street.  
 Narronjee Dhurramsey and Co., Hummum Street.  
 Waghjee Ragowjee, Ash Lane.

#### MUSICAL INSTRUMENT DEALERS.

Neuberg, J., Meadow Street.  
 Nowrozjee Bomanjee and Co., 7, Meadow Street.  
 Pallonjee Shapoorjee, Meadow Street.  
 Rose (S.) and Co., Meadow Street.  
 Soundy and Co., Hummum Street.

#### OPTICIANS.

Favre, Leuba and Co., Hornby Row.  
 Marks (C.) and Co., Hummum Street.

Thacker, Vining and Co., Rampart Row.  
Treacher and Co., Rampart Row, and  
Byculla.

#### PHOTOGRAPHERS.

Bourne and Shepherd, of Calcutta and  
Simla, Rampart Row.  
Hormusjee Byramjee Dhana Patell,  
Kalbadavie Road.  
Hurrichund Chintamon, Meadow Street.  
Jamsetjee Bomonjee Patell, 92, Kalba-  
davie Road.  
Parvesjee Dadabhoy, 12, Kalbadavie  
Road.  
Photographie Parisienne, Rampart  
Row and Meadow Street.  
Purshotum Fakeerjee, Kalbadavie  
Road.  
Shapoorjee Hormusjee Pavry, 45, Kal-  
badavie Road.  
Vuccino (P.) & Co., Meadow Street.

#### PLUMBERS.

Brown (Robert) and Co., Marine Street.  
Kerns and Kennedy, Apollo Street.

#### PUBLIC ACCOUNTANTS.

Lidbetter, T., Meadow Street.  
Swift and Farrow, Hummum Street.

#### PORTRAIT PAINTERS.

Frank, Louis, painter, carver, and  
decorator, Hummum Street.  
Mahomed Hossein Mirza Aka, oil and  
water colour painter, 34, Kalbadavie  
Road.  
Mahomed Khan and Sons, ivory por-  
trait painter of Delhi, Bhendy Bazaar  
Road.  
Mirza Baker, water colour painter,  
Kalbadavie Road.  
Thow Ving, Chinaman, oil and water  
colour painter, 15, Kalbadavie Road.

#### PRINTERS.

Advertiser Printing Press, Elphinstone  
Circle.  
Asiatic Press, Kalbadavie.  
Bombay Gazette Steam Press, Meadow  
Street.  
Bombay Merchants Press, Parsee  
Bazaar.  
Bombay Summachar Press, Church  
Lane.  
Claridge (G.) and Co., Meadow Street.  
Commercial Press, Bazaar Gate Street.

Dufter Ashkara Press, Old Market Lane.  
Eagle Press, Dean Lane.  
Education Society's Press, Byculla.  
English & Guzerati Job Printing Press,  
Bazaar Gate Street.  
Examiner Press, Meadow Street.  
Gunput Kristnaje's Press, Dongree  
Cooli Street.  
Imperial Press, Kalbadavie.  
Indu Prakash Press, Girgaum.  
Industrial Lithographic Press, Dady  
Sett Agiary Lane.  
Industrial Press, Elphinstone Circle.  
Jam-s-Jamshed Press, Mody Street.  
Mercantile Press, Hornby Row.  
Minerva Press, Khetwady.  
National Press, Kalbadavie.  
Oriental Press, Armenian Lane.  
Parsee Printing Press, Kalbadavie.  
Printers' Press, Elphinstone Circle.  
Reporters' Press, Borah Bazaar.  
Secunder Press, Kalbadavie Road.  
Times of India Press, Church Street.  
Union Press, Dhobie Talao.  
Western India Lithographic, Drawing  
and Printing Press, Marine Street.

#### REGIMENTAL AGENTS.

Grindlay, Groom and Co., Elphinstone  
Circle.  
King, King and Co., Church Lane.  
Watson (Wm.) and Co., Apollo Street.

#### SADDLERS.

Grant (P.) and Son, Rampart Row.  
Rowland and Co., Meadow Street.  
Rowland, F., Bellasis Road, Byculla.  
Morton (M.) and Co., Meadow Street.  
Nicol (Geo.) and Co., Meadow Street.

#### SHIP CHANDLERS AND IRON- MONGERS.

Ebrahim Abdool Currim, Apollo Street.  
Heptoola Shaik Adam and Co., Apollo  
Street  
Hussonbhoy Thavur & Co., Marine  
Street.  
Merwanjee Muncherjee Mody and Co.,  
Apollo Street.  
Rustomjee Sorabjee and Co., Apollo  
Street.  
Sallebhoy Tyabjee and Co., Apollo  
Street.  
Shapoorjee Sorabjee, Bombay Green.

#### SHIP INSURANCE BROKERS.

Lupi, R., Hummum Street.

**Mackintosh (Jas.) and Co., Elphinstone Circle.**

#### SHIPPING AGENTS.

**Cooper (Wm.) and Co., Parsee Bazaar Street.**

**Darashah Ruttonjee Chinchgur.**

**Elphinstone Landing, Shipping, and Forwarding Agency.**

**Merwanjee Pestonjee Chinchgur.**

#### SIGN-BOARD PAINTERS.

**David, Daniel K., Kalbadavie Road.**

**Fakeerjee Dinshaw, Kalbadavie Road, Purshotum Fakeerjee, Church Street, and Kalbadavie Road.**

**Solomons, Meadow Street.**

**Wittoba, F., Rampart Row.**

#### SURGEONS, ETC.

**Ambaram Kevulram, g.g.m.c., Mombadavie.**

**Andrade, A. P., g.g.m.c., Kalbadavie.**

**Ardaseer Jamsetjee, g.g.m.c., Mazagon, and Shapoor Sett Chuckla, Fort.**

**Atmaram Pandoorung, g.g.m.c., Girgaum Back Road.**

**Balcrustna Succaram, g.g.m.c., Girgaum Road.**

**Blaney, T., Bellasis Road, Byculla.**

**Burjorjee Dorabjee, g.g.m.c., Cowasjee Patell Street.**

**Burjorjee Framjee, g.g.m.c., 53, Shaik Abdool Rehmon Street.**

**Byramjee Nowrojee, g.g.m.c., Modikhana.**

**Carvalho, S. A., g.g.m.c., Girgaum.**

**Coutinho, J. V., m.e.c.s., Syed Abdool Rehmon Street.**

**Cowasjee Hormusjee, Girgaum Road.**

**Cowasjee Nowrojee, g.g.m.c., Ragunath Dadajee Street.**

**Cowasjee Pestonjee, l.m., Girgaum Road.**

**Cunha, J. G., m.e.c.s., Trinity Church Street, and Fort.**

**Cursetjee Framjee Khory, m.e.c.s., Girgaum Road, and Rampart Row.**

**DeConceigao, A. P., Military Square.**

**DeRozario, L. P., l.m., Mazagon.**

**DeSouza, J. F., Modikhana.**

**DeSouza, P. J. L., l.m., Khetwady.**

**Dhirujram Dulpuram, g.g.m.c., Dady Sett Agiary Lane.**

**Doolittle, F. W., Ash Lane.**

**Dosabhooy Bazonjee, g.g.m.c., Borah Bazaar Street.**

**Eduljee Nusserwanjee, g.g.m.c., Gunbow Lane.**

**Framjee Shapoorjee, g.g.m.c., Khetwady.**

**Furdoonjee Byramjee Servai, g.g.m.c., Girgaum Road.**

**Gomes, P. F., g.g.m.c., Hornby Row.**

**Herajee Eduljee g.g.m.c., Dhobie Talao.**

**Jejeebhoy Bazonjee, g.g.m.c., Dady Sett Agiary Lane**

**Lisboa, J. C., g.g.m.c., Girgaum Road.**

**Maneckjee Adurjee, g.g.m.c., Girgaum Portuguese Church Lane.**

**Moreshwar Junardan g.g.m.c., Dady Sett Agiary Lane.**

**Muncherjee Sorabjee, g.g.m.c., Hornby Row.**

**Nusserwanjee Jehangir L a m n a, g.g.m.c., Mahim.**

**Pandoorung Gopal. l.m., Girgaum Road.**

**Pestonjee Muncherjee, g.g.m.c., Shaik Abdool Raiman Street.**

**Pestonjee Nowrojee, g.g.m.c., Shaik Abdool Raiman Street.**

**Reynolds, J., m.d. Middle Colaba.**

**Rustomjee Cowasjee Bahadurjee, m.e.c.s., Nansabhooy Bomanjee St.**

**Rustomjee J. Nadershah, Cowasjee Patell Street, and Colaba Parsee Sanitarium.**

**Rustomjee Merwanjee, g.g.m.c., Mohta Molla.**

**Rustomjee Nusserwanjee K h o r y, l.m., Girgaum Road.**

**Sacaram Arjun, Girgaum Back Road.**

**Shillito, J., m.d., Rampart Row.**

**Smith, S., m.d., Nesbit Lane, Mazagon.**

**Temuljee Bhicajee, l.m., Cowasjee Patell Street.**

#### SURVEYOR AND DRAUGHTSMAN.

**Pestonjee Dadabhooy, Church Lane.**

#### TAILORS AND OUTFITTERS.

**Ahmed Lucka, Y., Hummum Street.**

**Allan, A., Apollo Street.**

**Asquith and Co., Rampart Row.**

**Badham and Co., Rampart Row.**

**Ebrahim (A.) and Co., Meadow Street.**

**Ebrahim Hoosain and Co., Meadow Street.**

**Essubjee Adumjee, Meadow Street.**

**Hajee Cassum & Co., Hummum Street.**

**Haroon Ebrahim, Apollo Street.**

**Hussonjee Taimahomed, Meadow Street.**

Jacob and Co., Meadow Street.  
 John Mahomed, Meadow Street.  
 Joonas Tyeb, Hummum Street.  
 Lucka, Y. A., Hummum Street.  
 Mahomed Ally Abdool Latiff, Meadow Street.  
 Moosa Essaw and Co., Apollo Street.  
 Nansey Khyraz, Meadow Street.  
 Noor Mahomed Ally, Forbes Street.  
 Thorpe and Co., Meadow Street.  
 Watson and Co., Church Street.

## TEA DEPOTS.

Morton and Co., Kangra Valley Tea Agency, Church Street.  
 Thow Wing, Chinaman, Kalbadavie Road.  
 Treacher and Co., Rampart Row.

## TOBACCO AND CHEROOT DEPOTS.

Damate, Michael, Kalbadavie Road.  
 Marcopolo, D., Kalbadavie Road.  
 Neuberg, J., Meadow Street.  
 Nowrojee Cowasjee, Church Street.  
 Williams, Peter, Kalbadavie Road.

## UNDERTAKERS.

Annunciation, W. F., Kalbadavie Road.  
 Bailey, Ephraim, Upper Colaba.  
 Borges, J., Kalbadavie Road.  
 Brown, J. T. T., 3, Bellasis Road, Byculla.  
 Hamilton and Co., Byculla and Lower Colaba.

## VAKILS OF THE HIGH COURT.

Atmaram Jagannath Kirtikar, Kalbadavie Road.  
 Bahironath Mungesh, Candawady.  
 Chundoolal Muthooradas Dowlutjada, Bhooleshwar.  
 Fakeerapa Lingapa Hebul, Cowasjee Patell's Tank Road.  
 Ghandasam Nilkunt Nadkurni Shakhurhu, Kalbadavie Road.  
 Gunesh Hari Putvardun, Girgaum Road.  
 Harisenker Balkrishna, Funeshwady Lane.  
 Jehangir Meherwanjee, Parsee Bazaar Street.  
 Maneckjee Nusserwanjee Nanavati.  
 Maneckshah Jehangirshah Taleyarkhan, Kalbadavie Road.  
 Morojee Kassinath, Kalbadavie Road.

Nagindas Toolseedas Merphatia, Bhooleshwar Road.  
 Nusserwanjee Nowrojee, Bazaar Gate Street.  
 Pandurang Balibhadra, Kalbadavie Road.  
 Pestonjee Kavasjee, Apollo Street.  
 Shavaksha Sorabjee Davur.  
 Sorabjee Bezoujee, Kalbadavie Road.  
 Sudashiv Vishwanath Dhoorundhur, Hunuman Cross Lane.  
 Venaik Hurrichandjee, New Hunuman Lane.  
 Vishnu Ghanasham, Girgaum Road.  
 Wasoodew Chrishna Mahalay.

## VETERINARY SURGEONS.

Ghosla Mitha and Co., Girgaum Road.  
 Scott, R., Girgaum Road.  
 Stephens and Sons, Girgaum Road.

## WATCH-MAKERS.

Bomonjee Nusserwanjee, Forbes Street.  
 Byramjee Hormusjee, Meadow Street.  
 Cursetjee Cowasjee, Meadow Street.  
 Dorabjee Eduljee, Church Street.  
 Eduljee Shapoorjee, Church Street.  
 Favre Leuba and Co., Rampart Row.  
 Framjee Shapoorjee, Meadow Street.  
 Hormusjee Byramjee, Meadow Street.  
 Jamsetjee Muncherjee, Meadow Street.  
 Manockjee Nowrojee, Church Street.  
 Marcks (C.) and Co., Hummum Street.  
 Merwanjee Cursetjee, Borah Bazaar Street.  
 Nowrojee Cowasjee, Bazaar Gate Street.  
 P. Ruttonjee, Forbes Street.  
 Pestonjee Framjee, Forbes Street.

## WINE AND PROVISION MERCHANTS.

Ardeseer Jamsetjee, Forbes Street.  
 Cowasjee Sorabjee and Co., Forbes Street.  
 Cursetjee Jewajee Mhow, Meadow Street.  
 Dhunjeebhoy Rustomjee and Co., Meadow Street.  
 Framjee Nowrojee, Forbes Street.  
 Hormusjee Maneckjee, Hummum Street.  
 Hudson and Co., Hummum Street.  
 Jewajee Ruttonjee's Sons, Apollo Street.  
 Jewanjee B. Mehta, Meadow Street.  
 Nusserwanjee Aspandiarjee, Apollo Street.  
 Pestonjee Jewajee, Military Square.

# List of Public Offices and Institutions.

- Accountant-General, New Secretariate, Esplanade.  
 Adjutant-General of the Army, Poona.  
 Administrator-General, Town Hall.  
 Advocate-General, Apollo Street.  
 Agent for Gun Carriages, Lower Colaba.  
 Agent for Gunpowder, Kirkee.  
 Agent for Transports, Dockyard.  
 Ambrosic Mission Church, Girgaum Back Road.  
 Alfred Theatre, Grant Road.  
 American Mission, Byculla.  
 Asiatic Society (Bombay Branch), Town Hall.  
 Assay Master of the Mint, next to Town Hall.  
 Assist. Quartermaster-General of the Army, Town Hall.  
 Barrack Master, Commissariat Store Lane.  
 Bible Society's Depository, Esplanade.  
 Bombay Association, Elphinstone Circle.  
 Bombay Boating Club, Elphinstone Circle.  
 Bombay Club, Rampart Row.  
 Bombay Gymkhana Club, Esplanade.  
 Bombay Diocesan Board of Education, Love Lane Byculla.  
 Bombay Saw Mills (W. Nicol and Co.), Tenk Bunder, Mazagon.  
 Bombay Scottish Education Society, Nesbit Lane, Fort.  
 Bombay United Spinning and Weaving Company, Girgaum.  
 Bombay Water-Works, Rampart Row.  
 Brigadier General Commanding Bombay District, Town Hall.  
 Byculla Club, Bellasis Road, Byculla.  
 Chamber of Commerce, Graham's Buildings.  
 Church Missionary Society, Girgaum.  
 Civil Paymaster, Rampart Row.  
 Clerk of the Crown, High Court, Court House, Apollo Street.  
 Clerk of the Peace, Fort Police Court.  
 Collector of Bombay, New Secretariate, Esplanade.  
 Collector of Municipal Taxes, Rampart Row.  
 Commissary-General, Poona.  
 Commissary of Ordnance, back of the Town Hall.  
 Commissioner for taking Affidavits, High Court, Court House.  
 Commissioner of Customs and Opium, Custom House.  
 Collector of Salt Revenue, New Secretariate.  
 Commissioner of Paper Currency, Rampart Row.  
 Commissioner of Police, Mazagon.  
 Conservator of the Port, Dockyard.  
 Consulting Engineer for Railways, P.W. Department, Frere Town, Esplanade.  
 Controller of Military Accounts, Poona.  
 Controller of Municipal Accounts, Rampart Row.  
 Controller of Public Works Accounts, Frere Town, Esplanade.  
 Coroner, Rampart Row.  
 County Gaol, Oomercarry.  
 Court of Petty Sessions, Fort Police Office.  
 Court of Small Causes, Piquet Road, Esplanade.  
 Cowasjee Jehangeer Ophthalmic, J. J. Hospital, Byculla.  
 Custom House, Marine Street.  
 David Sassoon Industrial and Reformatory Institution, Chunam Kiln Road, near Grant Road.  
 Deputy Surgeon-General of Hospitals (British Forces), Presidency Division, Poona.  
 Deputy Surgeon-General of Hospitals, (Indian), Town Hall, Fort.  
 Diocesan Schools, Byculla, Mazagon, and Colaba.  
 Director of Fire Engines, Mazagon Police Office.  
 Director of Public Instruction, Elphinstone High School and Poona.  
 Dockyard (Government), Apollo Street.  
 Dockyard (P. and O. Co.'s), Mazagon.  
 Dockyard (Sassoon's) Middle Colaba.  
 Ecclesiastical Registrar, High Court.  
 Education Society, Byculla.  
 Electric Telegraph Office, Frere Town, Esplanade.

Elphinstone College, Parell Road.  
 Elphinstone High School, Piquet Road,  
 Esplanade.  
 Equity Registrar High Court, Court  
 House.  
 European General Hospital, Fort  
 George.  
 European Pensioners' and Widows'  
 Home, Grant Road.  
 Executive Commissariat Officer, Presi-  
 dency, Town Barracks.  
 Female Workshop, Falkland Road.  
 Fort Gratuitous Dispensary, Nanabhoy  
 Bomonjee Street.  
 Foundlings' Hospital, St. Josephs,  
 Oomercary.  
 Free General Assembly's Institution,  
 Khetwady.  
 Freemasons' Hall, behind the Jamset-  
 jee Hospital, Mazagon.  
 Freemasons' Hall (Scotch) Cumballa  
 Hill Road.  
 General Assembly's Institution, Kal-  
 badavie.  
 General Post Office, Frere Town, Es-  
 planade.  
 Goculdas Tejpal Hospital, Piquet  
 Road, Esplanade.  
 Government Central Book Depot, Kal-  
 badavie Road.  
 Government Central Press, Old Secre-  
 tariate Buildings.  
 Government House, Parell and Malabar  
 Point.  
 Government Solicitor (R. V. Hearn),  
 Hornby Row.  
 Grand Arsenal, back of the Town Hall.  
 Grant Medical College, Byculla.  
 Gun Carriage Factory, Lower Colaba.  
 Health Officer Bombay Municipality  
 (Dr. Weir) Rampart Row.  
 High Court, Original Jurisdiction Side,  
 Apollo Street.  
 High Court, Appellate Side, Mazagon.  
 House of Correction, Byculla.  
 Ice-House (Government), Apollo Street.  
 Ice-House (Tudor's), Apollo Street.  
 Indo-British Institution, Sonapore.  
 Insolvent Debtors' Court, High Court,  
 Apollo Street.  
 Inspector General of Ordnance and  
 Magazines, Poona.  
 Jamsetjee Jejeebhoy Parsee Benevolent  
 Institution.  
 Jamsetjee Jejeebhoy Hospital, Byculla.  
 Jamsetjee Jejeebhoy School of Arts  
 and Industry, Esplanade.  
 Judge Advocate General's Office, Poona.

Legislative Council Hall, New Secre-  
 tariate.  
 Lunatic Asylum, Upper Colaba.  
 Marine Storekeeper, Dockyard, Fort.  
 Master Attendant, Dockyard, Fort.  
 Master Builder, Dockyard, Fort.  
 Master in Equity, Court House, Apollo  
 Street.  
 Mechanics' Buildings Co., Hummum  
 Street.  
 Medical and Military Retiring Fund,  
 Poona.  
 Medical and Physical Society of Bom-  
 bay, Grant Medical College.  
 Medical Storekeeper, Bellasis Road,  
 Byculla.  
 Meteorological Observatory, Upper  
 Colaba.  
 Military Accountant, Poona.  
 Military Examination Committee,  
 Town Hall.  
 Military Fund, Poona.  
 Military Sanitarium (Officers')  
 Esplanade.  
 Military Sanitarium (Soldiers'), Colaba.  
 Mint Master and Mint Engineer, Mint.  
 Money Order Office, New Secretariate.  
 Municipal Commissioner's Office, Ram-  
 part Row.  
 Official Assignee, Court House, Apollo  
 Street.  
 Ophthalmic Hospital, Byculla.  
 Oriental & American Telegram Agen-  
 cy (C. E. Mitchell), Hummum Street.  
 Oriental Translator to Government,  
 New Secretariate.  
 Paupers' Attorney (L. Fletcher), Ram-  
 part Row.  
 Paymaster of Pensions, Hornby Row.  
 Pay Office—Civil, Rampart Row.  
 Pay Office—Military, Hornby Row.  
 Police Court, Hornby Row, and Gir-  
 gaum Road.  
 Poona College Poona.  
 Post Office, Frere Town, Esplanade.  
 Presidency Surgeon, 1st District, Mal-  
 ber Hill.  
 Presidency Surgeon, 2nd District,  
 Esplanade.  
 Presidency Surgeon, 3rd District,  
 Mazagon.  
 Prothonotary, High Court, Court  
 House, Apollo Street.  
 Public Works Department, Frere Town,  
 Esplanade.  
 Quartermaster-General, Poona.  
 Railway Department, Public Works  
 Building, Frere Town, Esplanade.



**Railway (B. B. and C. I.)—**

Electric Telegraph Department,  
Church Gate Station.  
Locomotive Superintendent, Farell.  
Managing Agent, Church Gate St.  
Traffic Manager, Church Gate St.  
Storekeeper, Farell and Colaba.

**Railway (G. I. I.)—**

Chief Resident Engineer, Elphinstone Circle.  
Electric Telegraph Department,  
Boree Bunder.  
Locomotive Supt., Byculla.  
Managing Agent, Elphinstone Circle.  
Storekeeper Byculla.  
Traffic Manager, Boree Bunder.

Registrar of Assets and Estates, Military Department Secretariate.

Port Trust Offices, Elphinstone Circle.  
Registrar of the Diocese, Rampart Row.

Registrar-General, Elphinstone Circle.  
Registrar H. M.'s High Court of Judicature Appellate Side, Mazagon.

Registrar and Receiver of Droits of Admiralty, High Court.

Registrar of Shipping Dockyard.  
Report Office for the Arrival and Departure of Military Officers, Town Hall.

Ditto. Ditto. for Civil, New Secretariate.

Reuter's Telegram Co., Elphinstone Circle.

Robert Money Institution, Esplanade.

Roman Catholic Orphanage Mazagon Do Seminary Byculla.

Royal Asiatic Society, Town Hall.  
Sassoon Mechanics' Institute, Rampart Row.

New Sailors' Home, Apollo Bunder Road.  
Sanitary Commissioner of Bombay residency (Dr. Hewlett), New Secretariate.

Scottish Orphanage, Mahim.

Seamen's Friend Association, Lower Colaba.

Secretariate, Frere Town, Esplanade.  
Shepherd's Alms-houses for Widows, Byculla.

Sheriff, Court House, Apollo Street.

Shipping Master, Town Barracks.

Sir Jamsetjee Jejeebhoy Obstetric Institution, Byculla.

Sir Jamsetjee Jejeebhoy Parsee Benevolent Institution, Hornby Row.

Society for Promoting Christian Knowledge, Meadow Street.

Society for the Propagation of the Gospel, Esplanade.

Society for the Prevention of Cruelty to Animals, Marine Street.

Society of St. Vincent de Paul, Kalbadavie.

Stamp Office, New Secretariate, Esplanade.

St. Mary's Institute, Nesbit Lane, Byculla.

Strangers' Home, Mazagon.

Students' Literary and Scientific Society (Elphinstone Institution), Esplanade (ross Road

St. John's Home, Marine Lines.

St. Vincent's Home, Kalbadavie.

St Xavier's College, Esplanade

Superintendent of Army Clothing, Nesbit Lane, Byculla.

Superintendent of Bombay Marine, Dockyard, Fort

Superintendent Government Telegraphs, Frere Town, Esplanade.

Superintendent Preventive Service, Custom House.

Superintendent of Stationery, New Secretariate, Esplanade.

Superintendent of Vaccination, Byculla and Girgaum Road.

Surgeon-General, Indian Medical Department, Town Hall.

Surgeon-General, British Medical Service, Town Hall.

Surveyor to the Municipality, Rampart Row.

Surveyor to the Port, Dockyard.

Taxing Officer, High Court, Court House.

Theatre Royal Grant Road.

Town Hall, Elphinstone Circle.

Tract and Book Society's Depository, Esplanade.

Transport Officer, Dockyard.

University Registrar, Town Hall.

Victoria Theatre, Grant Road.

Vice-Admiralty Court, High Court.

Victoria Museum and Gardens, Farell Road.

Veegas Slip Works, Mazagon.

# CUTLER, PALMER & Co.,

OF

## LONDON AND BORDEAUX.

~~~~~

P A T R O N S :

HER MAJESTY



THE QUEEN,

THE ADMIRALTY.

~~~~~

*Fifty Regimental Messes, and the undermentioned Club Houses, &c., &c.*

The Bombay

The Reform

The Windham

The Athenæum

The Hymalaya

The Nynee Tal

The Cawnpore

The Sirhind

The Tuticorin

The Tirhoot Planters' | The Western India.

## BOMBAY PRICE LIST.

ESTABLISHED IN BORDEAUX AND LONDON IN 1815,  
AND IN INDIA IN 1842.

~~~~~

SOLE AGENTS IN INDIA FOR

Messrs. BISQUIT, DUBOUCHE & Co., of Cognac.

Messrs. WACHTER & Co., of Epernay.

Messrs. LEAL BROS. & Co., of Madeira.

~~~~~

### BOMBAY HOUSE :—Dean Lane, Bombay.

LONDON OFFICES :—5, ADELPHI TERRACE, W.C., AND  
44, MARK LANE, CITY, E.C.

CALCUTTA HOUSE :—10, HARE STREET, CALCUTTA.

BORDEAUX HOUSE :—PLACE DU CHAMP DE MARS.

### MEMO. OF TERMS.

*An Order for Three Cases, accompanied by Cash, carries 10 per Cent. Discount off BOND PRICES.*

*Three Months' Credit, without Discount, to approved Buyers.*

*Special Terms to Messes, Clubs, and Co-operative Societies.*

*Single Dozen Orders subject to 5 per Cent. for Cash off BOND PRICES.*

## PATRONS—THE QUEEN.

## CUTLER, PALMER &amp; CO.'S PRICES IN BOND.

IN BOND.				Per 1-doz. Quarts and 2-doz. Pints.	
BORDEAUX.				Qts. Rs.	Pts. Rs.
Pichon Longueville	...	...	...	55	—
Chateau Lafite or Mouton,	Gold capsule	...	...	30	32
„ Rauzan	...Black	„	...	25	27
„ Palmer	...Blue	„	...	22	24
„ Larose	...Yellow	„	...	19	21
St. Julien	...Green	„	...	16	18
Cantenac	...Red	„	...	14	16
St. Estephé	...White	„	...	12	14
Petit Médoc	...Violet	„	...	9½	11½
Paullac	...Bronze	„	...	9	10½
White.					
Haut Sautesnes	...Red capsule	...	...	21	23
Sauterne or Barsac	...White	„	...	16	18
BURGUNDIES—Red.					
Chambertin, the elite of Burgundies...	Red cap	...	...	30	32
Nuits or Corton, a high-class Wine	„	„	...	24	26
Voulay, an excellent Dinner Wine	„	„	...	20	22
Beaune	„	„	...	16	18
Red Sparkling, finest quality	„	„	...	34	36
White.					
Vermouth	...	...	...	17	—
Chablis (La Moutonne)	...White cap	...	...	24	26
Do. light	„	„	...	15	17
CHAMPAGNE.					
(Wachter's, Cutler Palmer's, and "Sibadey's.")					
Cutler, Palmer's extra Finest, extra dry Sparkling	..	44	48		
Wachter and Co.'s, "Prince of Wales" Brand	..	44	48		
* Also per Hamper of 24 Half-pints				29	—
Giesler and Co.'s	...	44	48		
Fine Dry Sparkling, good bouquet, silver foil	...	38	40		
Good Sparkling (Star)	...	34	38		
Carte Blanche, "Sibadey's Brands," particularly dry, and specially suited for Breakfast and Ball purposes	...	27	30		
Carte Rouge	...	18	20		

The above quotations do not include Customs Duties, Town Dues, or Forwarding Charges.

## PATRONS—THE ADMIRALTY.

CUTLER, PALMER &amp; CO.'S PRICES IN BOND.

IN BOND.  
GERMAN WINES.Per 1-doz. Quarts  
and 2-doz. Pints.

		Qts.	Pts.
		Rs.	Rs.
Nonpareil Sparkling Hock and Moselle	...	39	41
Sparkling Hock and Moselle, Muscatel	...	29	31
" " " excellent Wine	...	24	26
Moselle (Still) Braunberger	...	27	29
Hock " Johannisberger	...	45	47
" " Marcobrunner	...	37	—
" " Liebfraumilch	...	32	—
" " Rudesheimer, <i>soft, full</i>	...	27	29
" " Red Assmanhauser	...	23	25
" " Hochheimer	...	22	24
" " Laubenheimer	...	16	19
Stein-Wein, in Bocksbeutel	...	27	—

## SHERRIES, &amp;c.

Per Doz.

		Qts.
Amontillado, A1, extra quality, rare old, Gold seal.	...	35
" choice and superior ...Black "	...	33
Choice Pale Sherry, " Reynal" ...Gold "	...	30
Amoroso, very choice, full-flavoured, soft, pale	...	25
Montilla, very dry, extremely pale	...	24
Vino Puro, very pale, dry and delicate...Blue seal.	...	22
Oloroso, full-bodied, straw color	...Green "	21
Manzanilla... ..Red "	...	19
Pale, medium color	...Yellow "	18
Vino de Pasto, remarkably pale and very dry	...Pink seal.	17
A good Dinner Wine	...White "	14
Marsala, Virgin, pale fine flavor	...	14
Madeira, East India, very superior	...Black "	34
" excellent Wine	...Red "	31
Wood Tap for Jars, Rs. 1-8		
Plated " " " 4-0		

Sacramental Wine (St. Martins' Malaga). ... 20

## PORTS.

		Per Doz.
		Qts. Pts.
Old Crusted (many years in bottle) Original seal.	...	34 —
Invalid's Wine	...Gold capsule	24 26
Dessert Wine	...Black seal	20 22
A very good sound Wine	...Red "	16 18

Duties on Claret and Burgundies, Rs. 2 per case.

PATRONS—THE P. & O. S. N. CO.

CUTLER, PALMER & CO.'S

## QUOTATIONS IN BOND FOR

COGNACS OF

**MESSRS. BISQUIT, DUBOUCHE & CO.'S**

## SHIPPING.

**Who stand third on the list of Brandy Exporters.**

In Bond.

\* One Star ... .. Rs. 15 0 per dozen.

\* One Star, in Glass-stoppered Barrel

Bottles	...	...	...	...	16	0	...
---------	-----	-----	-----	-----	----	---	-----

\* One Star Crystal Barrels 2 gallon=1 dozen,, 23 0 each.

\* One Star, in Flasks, in cases of 2 dozen

each ... .. „ 17 0 per case.

\* One Star, in Half-Flasks, in cases of

4 dozen each ... .. „ 19 0 „

\*\* Two Stars .. ... ,, 18 8perdozen.

\*\*\* Three Stars .. ... .. 21 8 ..

****	Four Stars, Extra Superior	...	...	..	32	8	..
------	----------------------------	-----	-----	----	----	---	----

10 per Cent. Discount allowed for Cash with order for 3 Cases.

5     "        "        "        "        "        "        .. less than 3 Cases.

Messes, Clubs, Co-operative Societies, and Traders will be  
liberally treated.

CUTLER, PALMER & Co.,

SOLE AGENTS IN INDIA.

*On Sherries, Ports, and Still Hocks, Rs. 3 per case.*

*On Sparkling Wines, Rs. 5 per case.*



## PATRONS—THE PRINCIPAL CLUB HOUSES.

## CUTLER, PALMER &amp; CO.'S WINE LIST.

## PORTS IN WOOD—In Bond.

	Per Octave.	Per Quarter Cask.	Per Hhd.
	Rs.	Rs.	Rs.
Port, red seal.....	84	154	294
„ black seal quality.....	95	178	344
Invalid's quality.....	120	230	448

## SHERRIES IN WOOD AND WICKERED JARS.

The demand for these has led us to increase our importations of the following descriptions.

*The following are our quotations IN BOND:—*

	4 Gals. Jars.	13½ Gals. Octaves.	27 Gals. Quarter Cask.	54 Gals. Hhds.
	Rs.	Rs.	Rs.	Rs.
Amontillado, A 1 ..	65	210	410	810
„ black seal quality.....	62	194	378	746
Amoroso ..	47	143	276	544
Vino Puro ..	38	114	220	430
Oloroso ..	37	112	215	420
Manzanilla ..	34	102	194	380
Yellow seal ..	31	92	177	340
Vino de Pasto... ..	29	82	155	300
White seal ..	27	66	123	238

## CLARETS IN WOOD.

	Of about 23 Gals. or 11½ doz.	Quarter Cask.	Hhd. 46 Gals. or 23 doz.
	—	Rs.	Rs.
Chateau Mouton.....	—	266	530
„ Rauzan ..	—	205	410
„ Palmer ..	—	178	353
„ Larose ..	—	142	280
St. Julien ..	—	110	216
Cantenac ..	—	90	174
St. Estephé.....	—	70	134
Médoc ..	—	55	100

## COGNACS.

	Per Gallon.	Per 20 Gall. Cask.	Quarter Cask.
	Rs.	Rs.	—
Black Cap **** ..	10 0	196	—
Yellow „ *** ..	8 0	158	—
White „ ** ..	6 8	124	—
Blue „ * ..	6 0	112	—
Empty Jars for ditto 1 gallon.....		Rs. 2	0 each.
2 Gallons „ „ ..		„ 3	0 „
4 Gallons „ „ ..		„ 4	0 „

The Jars can be returned for re-filling. We keep stocks of bright Sherries and Cognacs in Wood for this special purpose. In such case the cost of Jar will be allowed, deducting all outlay for carriage to Godown.

The Quarter-Casks, Octaves, and Jars are very convenient for Families, and will be found most economical. Jars with Wood Taps Rs. 1½, or with Plated Taps Rs. 4 extra.

The above quotations are subject to 7½ PER CENT. DISCOUNT off Bond Prices for Cash accompanying Order.

*On Spirits and Liqueurs, Rs. 8 per case.*

## CUTLER, PALMER &amp; CO.'S WINE LIST.

## SPIRITS—In Bond.

				Per Doz.
Finest Old Jamaica Rum, 1st quality ...	...	...	White Capsule	Rs. 14
Pineapple Rum ...	...	...	" "	11-8
Gin, London Old Tom, 1st quality ...	...	...	" "	14
" Field's ...	...	...	" "	14
Whisky, Irish, 1st quality, pure, mellow ...	...	...	" "	15
" Scotch, 1st quality, fine, old ...	...	...	" "	15
Geneva (in flasks) ...	...	...	" "	9-8

## LIQUEURS—In Bond.

				Per 1-doz. Quarts	
				and 2-doz. Pints.	
				Qts.	Pts.
				Rs.	Rs.
Curaçao, finest Amsterdam, Orange or White	...	...	...	40	42
Chartreuse, Green	...	per	Bottle	7½	—
" Yellow...	...	"	"	6	—
Maraschino de Zara, best	...	...	...	44	48
Noyau de Martinique	...	...	...	40	—
Cherry Brandy, best Copenhagen	...	...	...	30	32
Orange Bitters, best...	...	...	...	17	—
Kill-the-Crow Bitters (Novelty)	...	...	...	27	—
Assorted Liqueurs, 12 Pint Bottles, choice	...	...	...	—	24

## BASS'S INDIA PALE ALE.

Our Own Bottling.

In Casks of 3 doz. Qts. Rs. 6-4 per doz. Net CASH	...	...	...	} Duties included.
" " of 6 " Pts. " 4-4 " " "	...	...	...	

## COOPER, A VATTING OF DUBLIN STOUT &amp; LONDON PORTER.

Bottled by the London Cooper Company.

In Casks of 3 doz. Qts. Rs. 6-4 per doz. Net Cash	...	...	...	} Duties included
" " of 6 " Pts. " 4-4 " " "	...	...	...	

H. M. the KING of PORTUGAL has for some time accorded his PATRONAGE to Messrs. LEAL BROS. & Co., who, now that nine consecutive good VINTAGES have occurred since the re-cultivation of the vineyards, are desirous of prominently bringing their MADEIRA before Indian consumers, who some time since were the largest buyers of this Wine. Messrs. LEAL BROS. & Co. have APPOINTED US their SOLE AGENTS IN INDIA.

We offer the following less 10 per cent. for Cash Payment:—

M. Young Madeira	...	...	...	Rs. 103	per	Qr.	Cask.	
Lacryma	...	...	...	120	"	"	"	
C. M. Young Madeira	...	...	...	122	"	"	"	
O. M. Old do.	...	...	...	142	"	"	"	
S. Choice South-side Madeira	...	...	...	174	"	"	"	
O. S. very Choice Old South-side Madeira	...	...	...	105	"	"	"	Octave.
R. " and Highly-flavoured Reserved	...	...	...	120	"	"	"	
O. R. " " "	...	...	...	136	"	"	"	
E. O. R. " " Extra	...	...	...	148	"	"	"	
Patherinho, delicately-flavoured Pale	...	...	...	90	"	"	"	

Town Duties As. 8 per case.

# ALTERATION OF LABELS,

“PALMAM QUI MERUIT FERAT.”

The HEART SHAPED LABEL, which we originally introduced, and by which our Cognac became so universally known throughout India, was once exclusively used by us as our own ; it long ceased to satisfy us since it became common property.

We WITHDRAW it, and beg to intimate that our QUALITIES are now DESIGNATED BY “STARS,” as adopted by the principal Cognac Houses. Our arrangements at Charente and Cognac enable us to offer Brandies equal in quality to Exshaw’s and Hennessy’s on exceptionally favourable terms to Messes, Traders, and consumers generally. We challenge competition.

For example, we now quote our “IN BOND” rates as follows :—

		Per dozen.
P.C.	{ Blue Capsule ... ..	Rs. 17
*	{ In Flasks ... ..	„ 9-8
	{ In $\frac{1}{2}$ Flasks ... ..	„ 6
P.C.	{ White Capsule ... ..	„ 19
**	{ In Flasks ... ..	„ 10-8
S.O.P.	{ Yellow Capsule ... ..	„ 23
***	{ In Flasks .. ..	„ 12-8
V.S.O.P.	{ Black Capsule ... ..	„ 27
****	{ In Flasks ... ..	„ 14-8

An order for 3 Cases, accompanied by Cash, carries 10 per cent. Discount, while Single Dozens are subject to 5 per cent. only for Cash off Bond Prices.





## LOSS OF EXCHANGE NOTIFICATION.

*The complications to merchants and others trading in India, arising from constant and violent fluctuations in the rate of exchange between that Empire and England, have caused us no little anxiety. We have not been at all willing to increase prices, but have been compelled hitherto to add to our invoices some of the loss that the excessive low rate of exchange caused.*

*In prospect of a more settled state of affairs, and in deference to the expressed wishes of many of our large buyers, we have now included in our prices a proportion of the loss we are experiencing, so that we now add to our In Bond quotations only the cash charges imposed by Government for Duty and Dues. We are aware that most of our competitors include the expenditure for such items in their quotations, but it must be evident to the most ordinary mind that this course necessitates the addition of profit to the same to allow for credit and discounts off the selling rate. We prefer that our buyers should know the cost of Duties, so that in the present unsettled condition of the Indian Government's financial affairs, any further change made may be clear, and that it may be apparent that we wish for neither profit nor loss on such disbursements. As the oldest house in India in our trade, as shippers in the old country since 1815, we profess to understand our business and our markets.*

*With thanks for past favours, and solicitations for a continuance of your patronage and recommendation to friends,*

*We are, Dear Sir,*

*Your obedient Servants,*

**CUTLER, PALMER & Co.**

**LONDON, 44, MARK LANE,  
September, 1876.**

~~~~~  
**Local Agents.**

**Mr. EDULJEE PALLONJEE & Mr. JAMSETJEE NOWROJEE,  
Bora Bazaar Street.**

**Poydoni.**

## NOTICE.

### REDUCTION IN PRICE.

#### APOLLINARIS WATER.

Arrangements have now been made by which this celebrated Water can be had at the following reduced Prices :—

|                                                |       |   |
|------------------------------------------------|-------|---|
| Cask, containing 8 dozen Pints .....           | Rs 16 | 0 |
| "          "      6    "      Quarts .....     | " 18  | 0 |
| "          "      4    "          "      ..... | " 13  | 0 |

#### APOLLINARIS NATURAL MINERAL WATER.

"A Pure Natural Effervescing Water from the Apollinaris Brunnem. Supplied by order of the Viceroy, for use of H.R.H. the Prince of Wales and Suite during their tour in India."—*Daily News*.

#### APOLLINARIS NATURAL MINERAL WATER.

"A GREAT BOON TO INDIA."—*Inspector-General MacPherson, M.D., H.M.'s Indian Army.*

#### APOLLINARIS WATER.

"FREE FROM THE IMPURITIES TO WHICH ORDINARY DRINKING AND AERATED WATERS ARE LIABLE."—*Sanitary Record*.

"AND ESPECIALLY IN INDIA, WHERE THEY ARE MOST FREQUENTLY liable to SEWAGE CONTAMINATION, and are the CAUSE of CHOLERA, TYPHUS FEVER and DYSENTERY."—*Professor Moenamar, Univer. of Calcutta.*

"ALL THIS PLEADS MOST STRONGLY IN FAVOUR OF PURE NATURAL EFFERVESCENT WATER."—*Fall Mall Gazette.*

#### APOLLINARIS WATER.

They are cautioned to see that Bottles have SMITH, BIRBROUGH & Co.'s name on the label, otherwise they may purchase water not properly bottled for export.

SOLE AGENTS IN BOMBAY:

### CUTLER, PALMER & Co.

**THE ADELPHI HOTEL,**  
 AND THE  
**ADELPHI FAMILY HOTEL, BYCULLA,**  
 KEPT BY  
**PALLONJEE PESTONJEE.**

**T**HE PROPRIETOR of the above old established Hotels has much pleasure in stating that he has recently made extensive alterations to his premises, and that he is prepared to accommodate Travellers and Families, at all times. The charges are strictly moderate, and the arrangements are of the very best description.

The Hotels are near the Byculla Railway Station, and within five minutes' drive of the Grant Road Terminus of the B. B. & C. I. Railway. The Family Hotel is reserved, exclusively, for Families and Residents.

Carriages reach the Hotels from Apollo Bunder in 20 minutes.

ESTABLISHED 1837.

**THE VICTORIA HOTEL,**  
**NO. I, ESPLANADE,**

BY

**PALLONJEE PESTONJEE**

*[Situate 200 yards North of Her Majesty's Statue and three minutes' drive of the G. I. P. Railway Terminus and the Church Gate Station of the B. B. and C. I. Railway.]*

**T**HE Building is fine, commodious, and airy, elegantly furnished, fitted up with gas and Vehar water, and has excellent Bath-rooms attached to every Bed-room. Amongst other advantages, it is situate in a central position, being close to the Fort, both Railway Stations, Public and other Offices, Apollo Pier, &c. It is, moreover, shaded by fine trees, is open to the sea-breeze, and is one of the quietest and most salubrious localities in the Island.

**PALLONJEE PESTONJEE.**

COMM  
 AGENTS  
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 GLASGOW 5  
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 I, Forbes  
 SCOTTIS  
 HEAD O  
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 W. E. CRU  
 chant, Gl  
 ERCH BR  
 Glasgow.  
 RICHARD I  
 G. Kidst  
 JAMES KIR  
 Glasgow  
 ASSURE  
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 Insuranc  
 Claims



## COMMERCIAL UNION ASSURANCE COMPANY.

AGENTS IN BOMBAY FOR THE FIRE BRANCH,

**FINLAY, MUIR & Co.**

1, Forbes Street.

## THE SCOTTISH IMPERIAL INSURANCE COMPANY.

GLASGOW 50, West George Street.

LONDON—2, King William Street.

**FOR FIRE, LIFE, AND ANNUITIES.**

LIFE PREMIUMS FOR THE EAST INDIES AT SPECIAL RATES,  
showing a great Reduction on those previously charged.

**FINLAY, MUIR & Co.,**

1, Forbes Street.

*Agents in Bombay.*

## SCOTTISH COMMERCIAL INSURANCE COMPANY. CAPITAL—TWO MILLIONS STERLING.

HEAD OFFICE :—133, WEST GEORGE STREET, GLASGOW.

### DIRECTORS.

*Chairman.*—ALEXANDER CRUM, Esq., of Thornliebank.

W. E. CRUM EWING, Esq., Jun., Merchant, Glasgow.

HUGH BROWN, Esq., Manufacturer, Glasgow.

RICHARD KIDSTON, Esq. (Messrs. A. G. Kidston & Co.), Glasgow.

JAMES KIRKLAND, Esq., Corn Merchant, Glasgow.

JAMES KING, Esq., Younger, of Campsie, Glasgow.

CHARLES RANDOLF, Esq., Shipbuilder, Glasgow.

JOHN MOFFAT, Esq., Ardrossan.

D. S. CARGILL, Esq., Merchant, Glasgow.

WILLIAM SMITH DIXON, Esq., of Govan-hall, Ironmaster.

JOHN MCANDREW, Esq., Glasgow.

*Manager.*—FREDERICK J. HALLOWS.

### LIFE DEPARTMENT.

Assurers obtain perfect security, and incur no liability of Partnership. The Premiums are moderate, and every advantage is given to the Assured.

### FIRE DEPARTMENT.

Transfers from other Offices effected without cost and trouble.

Insurances accepted on nearly all descriptions of property.

Claims are met with promptitude and fairness.

**W. & A. GRAHAM & Co., Agents.**

# NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

REDUCTION IN RATES FOR LIFE ASSURANCE IN INDIA, CHINA, CEYLON, &c.

NEW TABLE of RATES for CIVILIANS, payable during the whole term of Life, for an Assurance of Rs. 1,000, payable at Death:—

| WITH PROFITS. |         |              |            | WITHOUT PROFITS. |         |              |            |
|---------------|---------|--------------|------------|------------------|---------|--------------|------------|
| Age.          | Yearly. | Half-Yearly. | Quarterly. | Age.             | Yearly. | Half-Yearly. | Quarterly. |
| 20            | 29 3 0  | 15 0 0       | 7 10 8     | 20               | 25 6 0  | 13 0 0       | 6 10 8     |
| 25            | 31 3 0  | 16 0 0       | 8 3 0      | 25               | 27 2 0  | 13 15 0      | 7 2 0      |
| 30            | 33 14 0 | 17 6 0       | 8 14 4     | 30               | 29 7 0  | 15 2 0       | 7 12 0     |
| 35            | 37 5 0  | 19 2 0       | 9 13 0     | 35               | 32 7 0  | 16 10 0      | 8 8 4      |
| 40            | 41 4 0  | 21 3 0       | 10 14 4    | 40               | 35 14 0 | 18 7 0       | 9 7 0      |
| 45            | 46 3 0  | 23 11 0      | 12 2 0     | 45               | 40 3 0  | 20 10 0      | 10 9 0     |

The Table of Military Rates has also been reduced.

MEDICAL OFFICER.—SIDNEY SMITH, Esq., M.D.

Prospectus and Forms of Application can be obtained on application to

W. NICOL & Co., Agents in Bombay.

Bombay, 9th September, 1876.

## INDIAN TRAVELLERS' GUIDE.

**PASSENGERS** by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE to TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the Bombay Gazette Press on the 1st of each month. This "GUIDE" is the only one published in Bombay, and containing alterations in the service of Trains and Steamers on this side of India, corrected up to date. The "GUIDE" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

PRICE—EIGHT ANNAS.

The GUIDE may be obtained at

The "BOMBAY GAZETTE" OFFICE,

The BOOKSELLERS,

The BOMBAY HOTELS, and

The PRINCIPAL RAILWAY STATIONS.



# AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION CO.

Head Office—**Trieste, Tergesteo.**

Bombay Office:

23, Bombay Green, opposite the Custom House—Mr. J. JANNI, Agent.

## REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, *Via* CANAL.

The Company intend to despatch Steamers from Bombay to Trieste on the undermentioned dates:—

| On the 10th Nov. 1876. | On the 28th Feb. 1877. | On the 10th Aug. 1877. |
|------------------------|------------------------|------------------------|
| " 30th " "             | " 21st March "         | " 25th Sept. "         |
| " 21st Dec. "          | " 10th April "         | " 10th Nov. "          |
| " 10th Jan. 1877.      | " 10th May "           | " 30th " "             |
| " 5th Feb. "           | " 25th June "          | " 21st Dec. "          |

There are two classes of Steamers on this line—one principally intended for the conveyance of Cargo, which have only one class of accommodation for Passengers; the other large PASSENGER STEAMERS, with FIRST and SECOND CLASS, carrying Surgeon and Stewardess, which will run during the PASSENGER TRAFFIC SEASON, when *Extra* STEAMERS are also occasionally despatched.

## Passenger Rates from Bombay.

(By Passenger Steamers.)

|                 | 1st Class. | 2nd Class. | Deck. |
|-----------------|------------|------------|-------|
| To Trieste ..   | £45-0      | £35-0      | £18-0 |
| To Port Said .. | £32-0      | £25-10     | £13-2 |
| To Suez .....   | £30-0      | £24-0      | £12-5 |

(By Cargo Steamers.)

|                    | Cabin. | Deck. |
|--------------------|--------|-------|
| To Trieste .....   | £40-0  | £18-0 |
| To Port Said ..... | £3-0   | £13-2 |
| To Suez .....      | £28-0  | £12-5 |

Children under 3 years of age—FREE; above 3 and under 10 years—HALF FARE. The rates of passage include a liberal table (exclusive of wine) and free conveyance of 3 cwt. luggage for 1st Class and 200 lbs. for 2nd Class Passengers. For Baggage in excess, £4 per ton is charged.

## Trieste to London.

At Trieste the Traveller to England has an extensive choice of picturesque and interesting routes to London, and the following may be considered the most convenient and agreeable ones:—

1. Trieste, Gratz, Vienna, Passau (Regensburg), Ratisbon, Nuremberg, Würzburg, Aschaffenburg, Darmstadt, Mayence, Bingen, Cologne, Aix la Chapelle, Verviers, Ghent, Brugge, Ostend, per steamer to Dover and hence by rail to London.

Travelling time by this route about 57 hours. Fares: 1st Class about £9-9—2nd Class about £6-16-3.

2. Trieste, Laibach, Gratz, Vienna, Prague, Bodenbach, Dresden, Leipzig, Magdeburg (branch line to Berlin in about 3½ hours), Brunswick, Lehrte (branch line to Hamburg in about 4½ hours), Hanover, Wunstorf (branch line in about 2½ hours to Bremen), Minden, Cologne, Aix la Chapelle, Verviers, Ghent, Brugge, Ostend, by steamer to Dover and hence by rail to London.

Travelling time by this route about 78 hours. Fares: 1st Class about £11-14-6—2nd Class about £7-18-3.

3. Trieste, Venice, Verona, Kuffstein, Rosenheim, Munic, Trentlingen, Würzburg, Frankfort on Maine, Mayence, Bingen, Cologne, Aix la Chapelle, Verviers, Malines, Ghent, Brugge, Ostend, per steamer to Dover and hence to London by rail.

Travelling time by this route about 52 hours. Fares: 1st Class about £8-9—2nd Class about £5-19.

For further particulars, and for Freight and Passage, apply to

THE AGENCY OF THE AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

23, Bombay Green, Nov. 1, 1876.

J. JANNI, Agent.

# Gall Line of Steamers.



## MONTHLY SERVICE BETWEEN BOMBAY and LIVERPOOL, AND VICE VERSA, Via SUEZ CANAL.

| Names.               | Commanders.         | Tons.    | H.P. |
|----------------------|---------------------|----------|------|
| BRANKSOME HALL ...   | Wm. Tillson .....   | 2054 ... | 300  |
| TRENTAM HALL.....    | James Shaw .....    | 2063 ... | 300  |
| CHILDWALL HALL ...   | T. L. Tregarthen... | 2051 ... | 300  |
| CITY OF BALTIMORE... | Thos. Collins ..... | 2100 ... | 300  |

The above Steamers, with the exception of the CITY OF BALTIMORE, have been expressly built for the Bombay Trade, and the CITY OF BALTIMORE has also lately been fitted up with Passengers' accommodation.

These Steamers have been built to steam about 12 knots, and during the short time they have been running out here they have proved that they can do this. The average time occupied on the passage out has been 25 days, and on the homeward passage 28 to 30 days.

A reduction of 15 per cent. will be allowed on the amount of the Return Fare to all Passengers who re-embark by any vessels of this Line within 12 months.

A Surgeon and Stewardess and a full complement of Saloon and Cabin Stewards are carried by each steamer of the Line.

For full particulars with regard to rates of Passage-money, Baggage, &c., &c., can be obtained on application to

**GRAHAM & Co., Calcutta.**  
**BENNY & Co., Madras.**  
 or to **W. & A. GRAHAM & Co., Bombay,**  
*Chief Agency in India.*

Head Office:—**ALEXANDER & RADCLIFFE,**  
 83, Liverpool and London Chambers Exchange, LIVERPOOL.

# Anchor Line Indian Service.



THE following First-class Steamers are at present engaged on the above service—viz., from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY; and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, LIVERPOOL, and GLASGOW; they also sometimes call at ADEN, and if sufficient inducement offers, NAPLES will be made a regular Port of Call :—

| Names.          | Commanders.           | Tons.    | H.P. |
|-----------------|-----------------------|----------|------|
| INDIA .....     | G. H. Read .....      | 2289 ... | 500  |
| MACEDONIA ..... | Jas. Laird .....      | 2292 ... | 446  |
| TRINACRIA ..... | Robt. Hutchison ..... | 2107 ... | 424  |
| EUROPA .....    | Jas. Harris .....     | 2207 ... | 424  |

These Steamers are running Monthly at present, but further sailings can be arranged according to the requirements of the Trade.

All the Steamers of this Line carry a Surgeon and Stewardess and a full complement of Saloon and Bed-room Stewards.

Passengers are booked through to New York in connection with the Anchor Line Trans-Atlantic Service.

A reduction of 15 per cent. will be allowed on the amount of the Return Fare to all Passengers who re-embark by any of the Anchor Line vessels within 12 months.

Hand-books of general information and other particulars with regard to rates of Passage-money, Baggage, &c., &c., can be obtained on application to

**GRAHAM & Co., Calcutta.**

**PARRY & Co., Madras.**

**or to W. & A. GRAHAM & Co., Bombay,**

*Chief Agency in India.*

**HEAD OFFICE.**

**HENDERSON BROTHERS, UNION STREET, GLASGOW.**

**OTHER AGENCIES.**

|                                                      |                                                         |
|------------------------------------------------------|---------------------------------------------------------|
| Henderson Bros. .... 17, Water Street,<br>Liverpool. | Henderson Bros. .... 19, Leaden Hall<br>Street, London. |
| The Aden Coal Co. ... Aden.                          | Holme & Co. .... Naples.                                |
| Bazin & Co. .... Port Said & Suez.                   | James Glasgow & Co. Gibraltar.                          |
| Fleming & Co. .... Alexandria.                       |                                                         |



# Steam Communication with Italy,

## VIA SUEZ CANAL.



**THE ITALIAN STEAM NAVIGATION**  
COMPANY of MESSRS. R. RUBATTINO & Co.,  
GENOA.

THE REGULAR STEAMERS LEAVE

**GENOA** and **BOMBAY**

**24th, on the 1st**

OF EACH MONTH.

### PASSENGERS' RATES

(Inclusive of all Transit Fees through the Canal).

|                  | 1st Class. | 2nd Class. | 3rd Class. |
|------------------|------------|------------|------------|
| To Aden .....    | Rs. 220    | Rs. 150    | Rs. 40     |
| Suez .....       | 360        | 220        | 80         |
| Port Said .....  | 380        | 240        | 90         |
| Messina .....    | 500        | 340        | 140        |
| Naples .....     | 500        | 340        | 140        |
| Leghorn .....    | 500        | 340        | 140        |
| Genoa .....      | 500        | 340        | 140        |
| Marseilles ..... | 520        | 350        | 145        |

Including  
Wines.

Without Food.

Children under 3 years—FREE OF CHARGE. Children not above 10 years—  
HALF FARE.

NEXT STEAMERS FROM BOMBAY.

*Australia*, to sail on FRIDAY, December 1st, 1876.

*Sumatra*, to sail on MONDAY, January 1st, 1877.

*Assiria*, to sail on MONDAY, January 15th, 1877.

*Batavia*, to sail on THURSDAY, February 1st, 1877.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The exact Hour of Departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

**C. GRONDONA,**

Bombay, 1st January, 1876.

Agent Rubattino Steam Navigation Co.,  
No. 9, Hummum Street, Fort.

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ESTABLISHED IN INDIA 1863

*Incorporated under the English Companies' Act of 1862, 23rd March 1866.*

**AUTHORISED CAPITAL—TWO MILLIONS STERLING.**

|                          |          |
|--------------------------|----------|
| Subscribed Capital ..... | £928,200 |
| Paid-up Capital .....    | £464,100 |
| Reserve Fund .....       | £ 15,000 |

**HEAD OFFICE:—80, King William Street, London.**

**BRANCHES AND AGENCIES.**

**CALCUTTA, BOMBAY, HONGKONG, SHANGHAI & MADRAS.**

**Edinburgh Deposit Agency.**

**AGENTS—MESSRS. DALMAHOY AND COWAN, W.S.**

**Glasgow Deposit Agency.**

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## Agents in Ireland.

**PROVINCIAL BANK OF IRELAND,**

## RULES OF BUSINESS OBSERVED AT BOMBAY.

### Exchange.

The Bank grants Drafts on London, Calcutta, Hongkong, Shanghai, and Madras at the current rates of Exchange. It also negotiates and collects Bills payable in those places. Instructions respecting Family Remittances are carefully attended to; and, when requested, and the necessary particulars are furnished, the Bank will forward First Copy of the Bill direct to the parties in England.

### Current Deposit Accounts

The Bank opens Current Deposit Accounts, and allows Interest at the rate of 2 per cent. per annum on customers' minimum monthly balances from Rs. 1,000 up to Rs. 1,00,000.

### Fixed Deposits.

The Bank receives Money on fixed Deposit, and allows interest thereon as follows:—

On Deposits subject to 6 months' notice of withdrawal.... 4 per cent.

12

.... 5

All Remittances should be made payable to the Manager, National Bank of India (Limited), who will be glad to afford any further information respecting the Bank's terms and business.

By Order of the Directors,

National Bank of India, Bombay, Jan. 1876. **WM. A. BAKER, Manager.**



P. &amp; O. STEAM



NAVIGATION CO.

## BOMBAY STATION.

## MAIL CONTRACT LINES.

The Company's Steamers are despatched from Bombay as follows, conveying H. M.'s Mails, Passengers, and Cargo:—

*To Aden, Suez, Brindisi, Venice, and Southampton.*—Once a week—namely, every Monday during the N. E. Monsoon, and every Friday during the S. W. Monsoon.

*To Ceylon, Madras, Calcutta, Straits, China, and Japan.*—Every alternate Tuesday during N. E. Monsoon, and every alternate Monday during the S. W. Monsoon.

*To Australia.*—Every Fourth Saturday.

*Cargo.*—In addition to the Ports named above, Cargo can be booked through to London, Liverpool, Odessa, Trieste, Ancona, Leghorn, Genoa, Naples, Marseilles, Havre, Rotterdam, Hamburg, New York, Mauritius, Zanzibar, Batavia, and Manila.

The Insurance of Baggage against all risks can be effected on moderate terms.

Passengers wishing to telegraph their safe arrival in England to friends in India, can do so on payment in Bombay of Rs 8; the receipt for which must be forwarded to Reuter's Telegram Company, 24, Old Jewry, London, on reaching home, when the message will be immediately despatched.

Full particulars of rates of Passage-money and Freight can be obtained at the Company's Office, No. 3, Rampart Row.

GEORGE F. HENRY,

Superintendent.

**IMPORTANT NOTICE.****LONDON AND LANCASHIRE LIFE ASSURANCE Co.**

**HEAD OFFICE** in INDIA, 136, Canning St., Calcutta.

*With Agencies at Bombay, Madras, and all the principal  
Towns in India.*

**T**HE Directors have the pleasure to announce that after due consideration, they have resolved to reduce considerably the Rates of Premium for India, both Civil and Military. The Directors, therefore, now invite special attention to the New Rates of the LONDON AND LANCASHIRE.

**NOTE.**

**NEW TABLE OF RATES** for the Assurance of Rs. 1,000  
for the whole Term of Life.

| WITH PROFITS. |  |         |       | WITHOUT PROFITS. |  |         |       |
|---------------|--|---------|-------|------------------|--|---------|-------|
| Age.          |  | Yearly. |       | Age.             |  | Yearly. |       |
|               |  | Rs.     | a. p. |                  |  | Rs.     | a. p. |
| 20            |  | 27      | 10 8  | 20               |  | 24      | 15 8  |
| 25            |  | 29      | 0 4   | 25               |  | 26      | 3 4   |
| 30            |  | 31      | 0 8   | 30               |  | 28      | 1 0   |
| 35            |  | 34      | 5 8   | 35               |  | 31      | 1 0   |
| 40            |  | 39      | 3 4   | 40               |  | 35      | 7 4   |
| 45            |  | 45      | 4 4   | 45               |  | 40      | 15 4  |
| 50            |  | 52      | 11 4  | 50               |  | 47      | 11 4  |
| 55            |  | 63      | 11 4  | 55               |  | 57      | 10 8  |

\*.\* The next distribution of Profits will be made at the close of 1877.

Premiums can be payable Half-yearly or Quarterly at the option of the Assured. Rates for ages not stated in the above can be obtained on application to the Undersigned by stating age next birthday.

The reduction of Premiums to European rates begins from the date at which the Assured arrives at Suez.

Proposal Forms, and all further information, can be obtained on application to

**PELLY & Co., Agents for Bombay.**

# CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

CAPITAL £750,000.  
RESERVE FUND £100,713-15-11.

## Bombay Branch.

### LONDON BANKERS.

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At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and

On LONDON, | On IRELAND,  
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And also on the principal Towns in the AUSTRALIAN COLONIES.

If desired, the Bank will send the Draft direct to the party whose address is given.

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On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. 100,000, but no interest will be allowed on balances of less than Rs. 1,000.

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Subject to 12 months' notice of withdrawal at 5 p. ct. per annum.

Do. 6 do. do. do. 4 do.

All Letters should be addressed, and Hoondies made payable, to the Agent, Chartered Mercantile Bank of India, London, and China.



S. d'ESPERANCE,  
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Roofs, Bridges, and other Iron Work given for delivery  
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At these Works we execute all kinds of Iron Work,  
including Bridges, Girders, Roofs, Pumps, Mortars,  
Mills, Ornamental Railings, &c

All our Castings are moulded in English Sand.



# JEMSEDJEE NOWROJEE, CABINET MAKER & GENERAL MERCHANT, KALBADAVIE ROAD, BOMBAY.

**B**EGS to invite the attention of Ladies and Gentlemen to his large stock of Carved and Plain Blackwood, Teakwood, Ebonywood, and Gold-gilt Furniture, for Drawing-room, Library, Dining-room, Bed-room, Messes, Camps, Clubs, &c. &c.

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Iron Bedsteads, Babies' Cots, Cradles, Folding Bedsteads for Travellers, Iron Stretcher Beds of all sizes, Brass Canopies, Children's Cots and Cradles ; Bath Tubs, Wooden and Zinc ; Heat Bath Tubs ; Portable Bath Tubs with covers, lock and key ; Foot Tubs and Cans ; Tin Boxes of sizes ; Bird Cages of all descriptions.

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In Ivory, Sandalwood, and Ebonywood ; China Work Boxes, China Tea and Coffee Boxes ; Card Boxes and Plates of sizes.

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Of one, two, and four seats ; best Pictures on canvas in elegant gilt frames ; Toilet Glasses in Blackwood, Mahogany, and Ebonywood ; Rocking Horses of all sizes.

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Carriage and Buggy Lamps ; Carriage and Buggy Whips ; Police Hand Lanterns ; Round Hanging Globes, plain or flowered with gold gilt, &c. ; Argand Hanging Lamps, by Tucker, from one to twelve lights. Chandeliers from four to eighteen lights.

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Dinner Sets, white and gold ; Breakfast Sets ; Wash-hand Jug and Basin Sets ; Wine Coolers, Cut Tumblers, Wine and Beer Jugs, &c.

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Cretonnes, Chintzes, Reps, Damasks, Velvets, Gimps, Fringes, Cord, &c., of every color and description ; Carpets in Piles, Borders, and in pieces of sizes ; Air Pillows and Mattresses ; Feather Pillows ; Mattresses (Cotton, Coir, or Horse-hair) made to sizes ; Railway Rugs ; Table Covers ; Portmanteaux ; Overland Chairs, &c.

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# BANK OF BOMBAY.

**CAPITAL ONE CRORE OF RUPEES  
PAID UP IN FULL.**

**RESERVED FUND Rs. 20,00,000**

*INVESTED IN GOVERNMENT SECURITIES.*

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AND  
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**T**HIS COMPANY was established in 1825, and is one of the largest and most successful of the Life Assurance Institutions of Great Britain. Its income exceeds £760,000 per annum; and its Accumulated and Invested Funds amount to upwards of

**FIVE MILLIONS STERLING.**

Its Profits have been very large, and Persons assured have derived very valuable benefits from their connexion with the Company. It has also acquired a marked character for liberal management, being the first institution which relieved Policies of Assurance from restrictive and unnecessary conditions, and gave such contracts increased value and stability in other ways.

BRANCHES and AGENCIES have been established in INDIA and all the British Colonies for Thirty years, where Assurances may be effected, Premiums paid, and Claims settled.

FORMS of PROPOSAL, PROSPECTUSES, and all information may be obtained on application.

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STANDARD LIFE OFFICE,

*Secretary, Bombay Branch.*

12, Rampart Row, Bombay, Nov., 1876.

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**CAPITAL—ONE MILLION SIX HUNDRED THOUSAND POUNDS.**

**P**OLICIES of INSURANCE against FIRE upon Houses, Mills and other Buildings, Household Furniture, Goods, Wares, and Merchandise in Bombay and Up-country, issued, on behalf of the above Company, at most favourable rates, by the Undersigned, from whom full particulars may be obtained.

**BENN, ASHLEY & Co., Agents.**

# THE SEA INSURANCE COMPANY, LIMITED.

INCORPORATED UNDER THE COMPANIES ACTS, 1862 AND 1867.

Capital £500,000 in £50,000 Shares of £10 each.

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£1 PER SHARE ON APPLICATION.

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W. & A. GRAHAM & Co..

*Agents in Bombay.*



# **A. ALLAN,**

17, APOLLO STREET, BOMBAY.

## **CIVIL, STAFF, MILITARY, AND NAVAL UNIFORMS.**

A. ALLAN requests the attention of his Customers, and the Public in general, to his

### **EXTENSIVE ARRIVAL OF NEW STOCK,**

Selected from the best Manufactories in Europe and the Continent.  
From the superior quality of Texture and Design, he confidently asserts they cannot be surpassed.

*Uniforms made according to Regulation.*

## **NEW REGULATION**

### **INFANTRY BELTS AND SASHES, STAFF CORPS BELTS, AND EVERY DESCRIPTION OF GOLD LACES.**

### **GOLD AND SILVER COLLAR ORNAMENTS.**

### **HATS OF NEWEST STYLE.**

**AIR-CHAMBER HELMETS** and **HUNTING HATS**, **BLACK DRESS** and **MERINO CORK-LINED HATS** ; a variety of Hats, Caps and Puggrees of every description.

### **TRAVELLER'S COMFORTS.**

**New Pattern Scotch Plaids** and **Balmoral Bonnets**, **solid Leather Trunks**, **Hat Boxes**, **Leather Straps**, **Railway Wrappers**, and **Tweed Caps**.

### **HOSIERY.**

|                                                                       |          |     |
|-----------------------------------------------------------------------|----------|-----|
| Large assortment of Tweeds, at a great reduction of prices,           | Rs.      | Rs. |
| Coats D.E.P., or S. B Cut-away and Trowser for office or jungle wear. | 16 to 20 |     |
| Scotch Tweed, superior quality, Coat and Trowers .....                | 25 to 30 |     |
| West of England Tweed, new pattern do. do .....                       | 35 to 40 |     |
| Silk mixed Tweeds and fancy Coatings do. do .....                     | 45 to 50 |     |

Pattern and instruction for self-measurements on application.

**Cotton, Gingham, and Silk Umbrellas.**

## **ALLAN'S CYCLONIAN WATERPROOF SUITS,**

Made expressly to resist the severest weather ; warranted not to stick together and will last for years.

**For Waterpooft Suit send size of chest, and height.**

**Masonic Aprons, Ribbons, &c.**

# THE LONDON ASSURANCE CORPORATION.

## FOR FIRE, LIFE, AND MARINE ASSURANCES.

*Incorporated by Royal Charter A.D. 1720.*

**HEAD OFFICE :—No. 7, ROYAL EXCHANGE, LONDON, E.C.**

### **LIFE DEPARTMENT.**

This Corporation has granted Assurances on Lives for a period of upwards of One Hundred and Fifty Years, having issued its first Policy on the 7th June 1721.

Two-thirds of the entire profits, without any deduction for expenses of management, are allotted to the Assured.

The profits are declared at the end of every five years, and the share of the Policy-holders may be appropriated either in increase of the Sum Assured, or as an immediate Cash payment.

Assurances may also be effected without participation in profits, at reduced Rates of Premium.

The Premiums have been computed from the most recent information on the subject of European mortality in India, and they will be reduced to the corresponding English rates, on the return to Europe of the persons whose lives are Assured.

Premiums may be made payable either yearly or half-yearly.

Policies on lives of Military Officers in Civil employ, issued at the Civilian Rates.

Risks on Male Parsee and Eurasian lives, under 40, accepted at European Rates.

Medical Fees and Stamps are paid by the Corporation.

### **DECLARATION OF BONUS.**

The valuation of the "With Profit" Series of 1846, for the five years ending 31st December 1875, has been completed, and the result is to give to the assured a cash Bonus of more than 29 per cent. of the premiums paid by them during the last five years, or a corresponding Reversionary Bonus varying in amount according to the age of the life assured. Large as have been the former Bonuses, this is a more favourable result than on any previous occasion.

The following are examples of the Bonus for the Quinquennial period ending 31st December 1875, declared on Policies on which five annual Premiums had been paid :—

| Age entry. | Sum Assured. | Cash Bonus.   | Addition to Sum Assured. |
|------------|--------------|---------------|--------------------------|
| 20         | £ 1,000      | £ 29   3   0  | £ 77   17   0            |
| 30         | £ 1,000      | £ 36   16   0 | £ 84   1   0             |
| 40         | £ 1,000      | £ 47   5   0  | £ 90   9   0             |
| 50         | £ 1,000      | £ 65   15   0 | £ 105   14   0           |

### **EXPENSES OF MANAGEMENT.**

The expenses of management are paid by the Corporation, and not charged to the Life Assurance Funds.

The value of this arrangement will be appreciated when it is observed how seriously the increase of these expenses, of late years, has effected the Bonuses declared by some offices, which cannot be the case in this Corporation.

The Total Life Funds on 31st December 1875 amounted to £1,684,282.

### **FIRE DEPARTMENT.**

Fire Insurances are effected at moderate Rates upon every description of Property.

### **MARINE DEPARTMENT.**

Marine Insurances are effected at the current premiums.

Further information, Forms of Application for Life Assurance, and Prospectuses can be had on application to

**EWART, LATHAM & Co., Agents for Bombay.**

**MADAME DEBALDIE,**  
**Milliner, Dress and Habit Maker,**  
**26, BELLASIS ROAD, BYCULLA,**

*Has always on hand a FRESH STOCK of FASHIONABLE  
 MILLINERY.*

LADIES' and CHILDREN'S DRESSES made, on the SHORTEST  
 NOTICE, in the LATEST and MOST APPROVED STYLES.

**LANOWLEE HOTEL.**

A FIRST-CLASS HOTEL

**FOR FAMILIES AND GENTLEMEN.**

**ARDASEER MERWANJEE, Proprietor.**

**THE LIVERPOOL AND LONDON**

**AND GLOBE INSURANCE COMPANY.**

**P**OLICIES of Insurance against Fire, upon Dwelling Houses, and other Buildings in both the European and Native parts of the Island of Bombay, continue to be issued by the Undersigned on behalf of the above Company.

The rate on Pucka-built Bungalows situated outside the Fort of Bombay, or in any part of the Bombay Presidency, is now reduced to (6) six annas per cent. per annum.

**RITCHIE, STEUART & Co.,**  
*Agents in Bombay.*



## W. J. ESSAI, GENERAL MERCHANT AND COMMISSION AGENT.

CORNER OF MEADOW STREET AND FORBES STREET, BOMBAY.

OILMANSTORES, INDIAN CONDIMENTS, WINES, SPIRITS, HOUSE-  
HOLD REQUISITES, AND EVERY DESCRIPTION OF GOODS,  
SUPPLIED TO ORDER.

BASS'S BEER BOTTLED BY W. J. ESSAI IN QUARTS, IMPERIAL  
PINTS, AND PINTS. QUALITY GUARANTEED.

## DÉPÔT

Of the finest Trichinopoly, Coconada, and Dindigul Cheroots and  
Cigars, Tobacco, Pipes, Cigarettes, & every requisite for Smokers.

## MATHERAN.

### THE CLARENDON HOTEL IS OPEN TO VISITORS.

Accommodation first-class ; and for Ladies there are separate Bungalows attached to the Hotel which command beautiful views of Bombay and Matheran. D'Souza has houses to let.

TERMS.—MODERATE.

### ALEXANDRA HOTEL AND PINTO'S HOTEL, MATHERAN.

**M**R. J. C. PINTO, the Proprietor of the both Hotels, begs to inform the Public that the above Hotels are now OPEN to VISITORS. There are seven separate Bungalows attached to the Hotels well adapted for Families, for whose comfort every care is taken. The Hotels are well situated, occupy a central position, and are, therefore, very conveniently placed within the reach of several POINTS. They are also nearest to the Station and in a breezy locality under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.



# THE AGRA BANK, LIMITED.

Capital £1,000,000. Reserve Fund £80,000.

## LONDON BANKERS.

THE BANK OF ENGLAND.

Messrs. Glyn, Mills, Currie & Co. The National Bank of Scotland.

Agents in Scotland.

Agents in Ireland.

The National Bank of Scotland. The Provincial Bank of Ireland.

## BOMBAY BRANCH.

**Current Accounts** are kept, and interest allowed at the rate of two per cent. per annum on the minimum monthly balance if the balance has not been below Rs. 1,000 at any time during the half year.

**Deposits for fixed periods** are received in sums of not less than Rs. 100 on the following terms :—

|                 |                                       |
|-----------------|---------------------------------------|
| At 4½ per cent. | per annum, for twelve months certain. |
| At 4            | do. six months do.                    |
| At 3            | do. three months do.                  |

Interest will be paid in cash or to order half-yearly, on or after 1st January and 1st July.

**Deposits** are also received repayable at any time in the Bank's Bills on London, and interest allowed meanwhile at the rate of four per cent. per annum.

**Drafts** granted at the exchange of the day on London, Scotland, Ireland, and the Bank's Agencies in the East. For the convenience of constituents at a distance the Bank will, whenever so requested, transmit the First of Exchange direct on being furnished with the address of the individual to whom the remittance is to be sent.

**Circular Notes** issued, payable in the principal cities of Europe and in Egypt.

The Bank takes charge of **Government Securities, Bank or other Joint Stock Shares**, realizing the **Interest** when due, and **Dividends** as declared, and also buys and sells such Securities. Forms of Letters and Powers of Attorney may be obtained on application. When the proceeds of Government Paper or Shares sold, or of Interest and Dividends realized in India are remitted by the Bank's drafts on England, or from one Branch to another, no Commission will be charged; if otherwise paid in India, or when Government Paper or Shares are delivered over there, the charge for commission will be ¼ per cent.

**Pay and Pensions** collected, and every other description of Banking Business and Money Agency transacted.

All Remittances should be made payable to the Agra Bank, Limited.

*Bombay, April 1876.*











